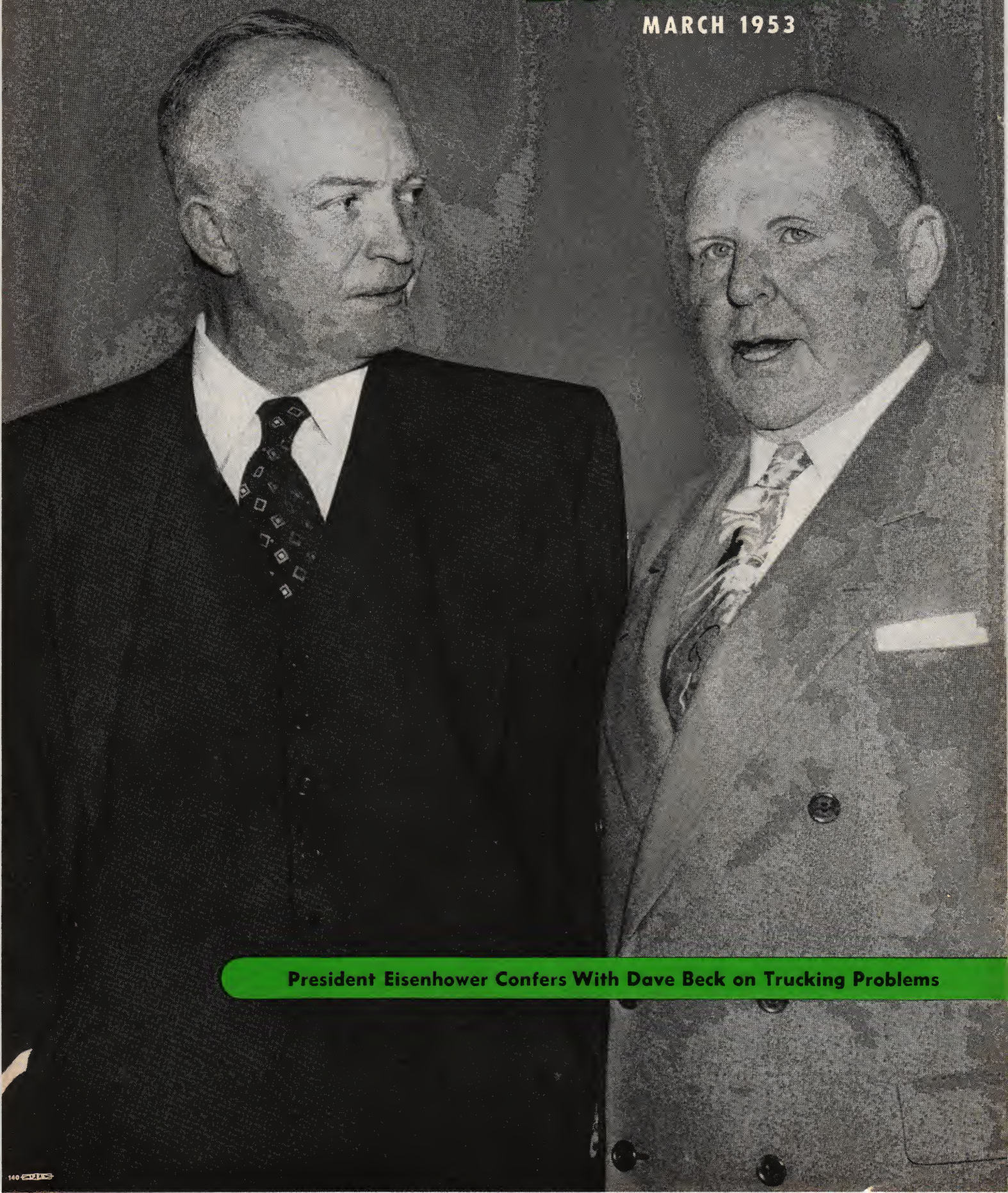


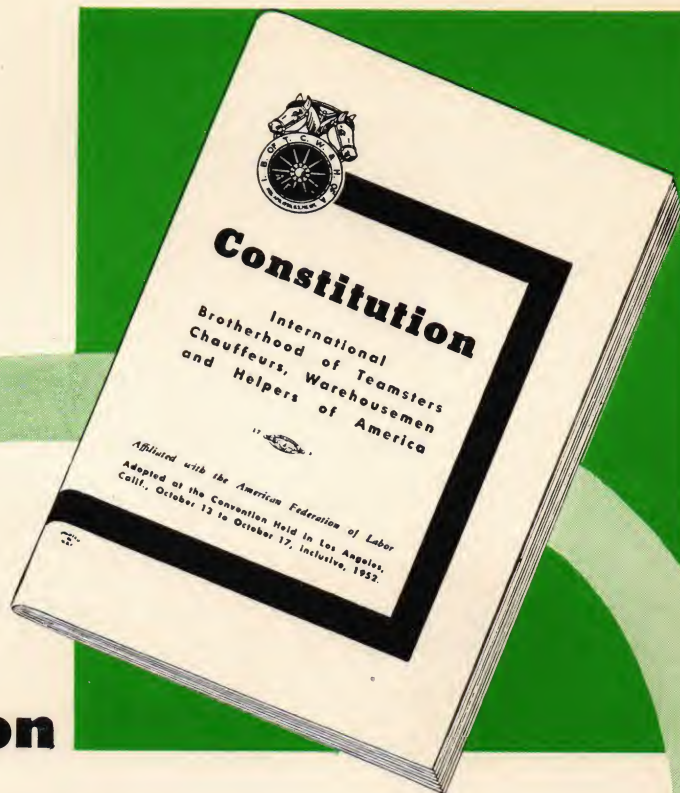
THE INTERNATIONAL **Teamster**

MARCH 1953



President Eisenhower Confers With Dave Beck on Trucking Problems

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THE INTERNATIONAL Teamster



DAVE BECK

Editor

Official magazine of the International Brotherhood of
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MARCH, 1953

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LETTER from General President **DAVE BECK**



WANTED---

A MOTOR TRANSPORT COMMISSION

AMERICA needs immediately a Federal Motor Transport Commission. The growing trucking industry which is proving every day its tremendous importance to our economy deserves a Federal Motor Transport Commission.

Teamsters concur in the need for such a commission which would regulate our industry.

To carry out the desire to have such a commission, representatives of the industry and our union met with President Eisenhower on this important subject. Details of our meeting appear elsewhere in this issue of **THE INTERNATIONAL TEAMSTER**.

We presented to the President as emphatically as we could the reasons for requesting the establishment of such a commission. We feel that we will get earnest consideration from President Eisenhower and from those of his staff with whom we are now working. We will keep the members of the Teamsters' Union fully informed as to developments in our efforts to obtain the establishment of a commission.

The trucking industry has proved over and over—and proves 24 hours a day—that it is a highly essential component of our national life. We have cited figures repeatedly in this magazine to show the great importance of motor transport to our commerce and industry in America. Teamsters do not have to be told how important trucking is—they know it, for they are manning the panel delivery trucks, the tank transporters, the over-the-road vans and the great variety of rigs used in performing the services carried forward by the industry.

We feel as if we are orphans in this industry. We are the only major transportation industry in America without its own regulatory body. The railroads have the Interstate Commerce Commission. The airlines have the Civil Aeronautics Board, and ships have the Maritime Board. Yet our industry must be regulated by the railroad-dominated Interstate Commerce Com-

mission. We have pleaded for years for the appointment of someone on the I. C. C. who comes from the industry and who knows trucking, but our efforts have been in vain.

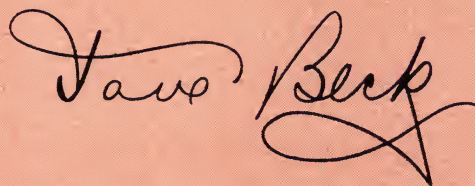
Those of us who have been fighting for decent consideration by the Government are not being unreasonable. We know from experience that we simply cannot get the consideration our industry deserves from a commission originally established to regulate the railroads and which has been railroad-minded through the years.

Our industry is not seeking special advantages or special consideration—all we want from the Government is fairness and a square deal. That is what we told the President of the United States. That is what we believe sincerely we are entitled to as an important part of the nation's transportation life.

The time has long past when the trucking industry can sit back and hope that it will be taken care of properly and given the consideration to which its leaders believe it to be entitled. The trucking industry will have to fight for consideration—timid men and little minds cannot win advances for the industry. The Teamsters' Union is glad to join with responsible elements of the industry—operators, and manufacturers, in working with the Government and in presenting our case to the White House and the agencies and officials designated by the President with whom we must work in our effort to see our problem thoroughly and conscientiously explored and considered.

There is a big job ahead in the field of trucking regulation. The job must be done with understanding, fairness and firmness. We demand nothing more, but we feel—all of us—that we are certainly entitled to that. We have faith in the fairness and insight of President Eisenhower and we sincerely hope that his sense of fairness is adequately reflected down the line in the individuals and agencies with whom we will be working in what I think is one of the most important objectives in the industry in our lifetime—the establishment of a Federal Motor Transport Commission.

Faternally yours,

A handwritten signature in dark ink, reading "Dave Beck". The signature is fluid and cursive, with the first name "Dave" and last name "Beck" clearly distinguishable.

General President.

Will We Have an 'FMTC'?

White House Considers Proposal For Separate Commission to Serve Nation's Motor Transport Industry

THE White House has under consideration the request for the establishment of a Federal Motor Transport Commission. The request for the establishment of such a commission to serve the motor transport industry was made January 30 by a special committee of the Trucking Industry National Defense Committee in a conference with President Dwight D. Eisenhower.

BECK IS SPOKESMAN

General President Dave Beck was spokesman for the four-man delegation representing the labor-employer-manufacturer group which is urging the establishment of the commission. Others who appeared with Mr. Beck to urge on the President the designation of a commission included Roy Fruehauf, Detroit, Mich., president of the Fruehauf Trailer Company; B. M. Seymour, New York City, president of the Associated Transport, and Arthur D. Condon, attorney of the firm Davies, Richberg, Tydings, Beebe & Landa, Washington, D. C., attorneys. Condon serves as general counsel to the committee, and the other three at the White House session are on the steering committee of the all-industry organization.

Following Mr. Beck's presentation of facts and figures demonstrating a pressing need for a commission, the President indicated real interest in the problem. The President asked pertinent questions concerning the problems of the motor trucking industry and said that he would have a thorough study made of the request for a new Federal independent regulatory agency.

President Eisenhower asked the industry committee to present their problem to staff personnel for further exploration and study. The committee conferred with Dr. Gilbert Hauge, administrative assistant

within the province of the proposed Federal Motor Transport Commission.

Following the conference with the committee President Eisenhower on February 6 wrote a letter to Mr. Beck saying that he was "deeply interested in seeing the solution to the problems" raised. He indicated that his preference was to have the solution worked out within the framework of existing Federal agencies. Such a step would be in line with the efforts of the new Administration to create no new bodies and to narrow the expansion of any old ones.

Should the President decline to authorize or recommend the establishment of any agency, certain reforms would be asked for within the scope of the present regulatory agency, the Interstate Commerce Commission. Congressional action would be necessary to establish a new bureau of the scope recommended.

The all-industry committee has explained to the President and his advisors that the trucking industry is the only major phase of America's transportation without its own regulatory body. The railroad industry has the Interstate Commerce Commission. Shipping by ships and boats has the Maritime Board and aviation has the Civil Aeronautics Board. To date regulation of motor carriers has been under the jurisdiction of the Interstate Commerce Commission.

EXAMPLES CITED

It has also been pointed out that other Federal agencies regulate individual industries. Cited as examples were the Federal Communications Commission for the radio, television, telephone and telegraph industries; Food & Drug Administration for the proprietary and allied industries; Federal Housing Administration for construction financing, and Securities & Exchange Commission for the investment and securities field.

The all-industry committee hopes for definite improvements in the regulation of trucking through a Federal Motor Transport Commission. President Beck has often said that

he feels the industry is not getting a decent break from a "railroad-minded I.C.C." Some of the immediate objectives of such a new commission would be, reports Mr. Beck:

1—An improvement of banking facilities and connections for the trucking industry so that working capital and finances for necessary consolidations would be available when needed to the same extent as they are now for railroads, shipping, aviation, etc.

2—Administration of a Federal recording statute for liens on trucks and trucking equipment similar to the statute covering aircraft equipment.

3—Establishment of a uniform law governing maximum loads, sizes and weights.

4—Prompt consideration and decision on applications for mergers and consolidations.

5—A transfer of present authorities, regulations, and responsibilities relating to the trucking industry now presently assigned to the Interstate Commerce Commission.

DOMINANT ROLE

Readers of THE INTERNATIONAL TEAMSTER are familiar with the dominant role which the Interstate Commerce Commission plays in the regulation of the trucking industry. A dramatic illustration appeared recently in an account of the long litigation on the problem of tripe-leasing. The Interstate Commerce Commission held investigations, field hearings, received a report from its examiner, reversed the examiner, reversed its own Motor Carrier Division and thence helped its own regulations through to a successful conclusion in the United States Supreme Court.

Teamsters familiar with the tripe-leasing case realize that the long drawn-out case might have been speeded had the I.C.C. not been preoccupied with so many other regulatory matters under its jurisdiction. A Federal agency devoting its time and attention exclusively to trucking might have come to conclusions and prepared regulations in much shorter time than has been the case with the I.C.C.

A shortening of time on the part

of a Federal agency would have provided more effective and prompt remedies for those in the Teamsters' Union and others seeking action and more prompt decision for industry in order that carriers would know their duties and responsibilities under new leasing arrangements and regulations.

President Beck and others in urging the case for a Federal Motor Transport Commission are hopeful that President Eisenhower will lend the weight of his support to the establishment of a new bureau with

exclusive jurisdiction over trucking. Should the decision by the President be against such a course of action, every possible effort will be made, Mr. Beck has indicated, to get on the Interstate Commerce Commission itself personnel with both an understanding of and experience in the motor transport industry. While the latter step would be an undoubted improvement, it would not be a substitute for the separate commission for which the all-industry committee hopes to keep fighting before the Executive Department.

THE WHITE HOUSE
WASHINGTON

February 6, 1953

Dear Mr. Beck:

I want to acknowledge the letter which you left with me following our conference on January 30.

As I indicated, I am deeply interested in seeing the solution to the problems you raised worked out within the framework of existing agencies. I think we should exhaust every other possibility before considering the establishment of a new federal bureau.

I am glad to learn from Dr. Gabriel Hauge of my staff that you are exploring this matter with Mr. Arthur S. Flemming of the Special Committee on Government Reorganization, and with the office of the Secretary of Commerce.

I deeply appreciate the pledge of the trucking industry to the cause of national defense and welfare.

Sincerely,

Dwight D. Eisenhower

Mr. Dave Beck, Chairman
Trucking Industry National Defense Committee, Inc.
1000 Vermont Avenue
Washington 5, D. C.

PRESIDENT'S REPLY—In a letter to General President Dave Beck, February 6, President Eisenhower expressed a deep interest in problems of the trucking industry, which had been discussed with him in a White House conference.

*Quick Decision to Protect Members'
Interests Follows New York Testimony;
Aid Is Offered in Waterfront Clean-up*

TEAMSTER ACTION WINS PRAISE

CHARGES of shady financial dealings against two former Teamster local union officers in New York City have brought no taint to the Teamster movement as a whole.

On the contrary, quick action by General President Dave Beck to protect the interests of Local Union 202 members actually broadened and increased the prestige of the International Union.

Following revelations brought out before the New York State Crime Commission concerning financial transactions of some officers of the local, President Beck placed a temporary trusteeship over Local 202 and designated International Vice President Thomas L. Hickey as trustee, pending a hearing. The hearing has been set for March 10 in New York, with Fred Tobin acting as hearing officer.

OFFICERS SUSPENDED

The local union officers—Joseph G. Papa, president, and Arthur A. Dorf, secretary—were suspended, and a hearing was set to give them a chance to defend themselves against removal action.

President Beck's prompt action to protect the local union, and the integrity of the International, won warm editorial praise from New York City's three leading newspapers, which earlier had been critical of inaction by the labor movement in the face of racket disclosures in the longshoremen's union.

The New York *Herald-Tribune* said of President Beck's step:

"Such prompt corrective action

deserves special commendation. Let us hope that this example will give the executive board of the American Federation of Labor . . . courage to abandon its traditional attitude that the international unions are autonomous and the Federation as such cannot interfere even in such massive corruption and crime as has been disclosed in the International Longshoremen's Association."

The New York *Times* commented:

"We commend Mr. Beck for his speedy steps to conserve the union's funds and to insure the officers a fair hearing. By his action he has also sought to protect the name of his International organization, the largest and one of the most powerful unions in the country.

"The teamster's local, which has just been taken over . . . has autonomy, but this does not include the right of officers to siphon away union funds or the right to besmirch the name of the parent body."

The *World-Telegram* and *Sun* said editorially:

"Here's an excellent example of how the responsible head of a big international union, with a million and a quarter members in this case, ought to act when he finds one of his largest locals shows evidence of having got into the possession of gangsters and crooks."

These comments were typical of the reaction throughout the nation. Thus, by prompt and decisive action, the country was given evidence that the International Brotherhood

of Teamsters will not tolerate wrongdoing, or practices not in keeping with the spirit of trade union practices and principles.

Testimony given to the state Crime Commission hearing charged that Papa had accepted a \$3,000-a-year "kickback" from a cousin he had set up in a produce trucking business. Local Union 202 has jurisdiction over drivers in that field. Dorf was accused of mishandling local union funds.

A few hours after this testimony was given, General President Beck instructed Vice President Hickey to take over affairs of the local union and administer them until Papa and Dorf could be brought to trial under the International constitution.

The state commission before which the testimony was presented is the same body that has been conducting a searching study of conditions on the big waterfront of the New York City area.

President Beck's prompt steps to protect Local 202 members and the good name of the International carried out a policy clearly defined in earlier issues of *THE INTERNATIONAL TEAMSTER*.

The AFL Executive Council, meeting a few days after General President Beck's decisive action, drew up an ultimatum demanding that the International Longshoremen's Association "clean up" or get out of the AFL. Deadline for the clean-up was set for April 30.

UNION STANDS READY

In mid-February, President Beck advised the Federation that the Teamsters' Union stands ready to help clean up the scandal-ridden waterfront situation. Toward that end, he said, the Teamsters will affiliate with the AFL Maritime Trades Department, provided the department strengthens its constitution to give it stronger authority over member unions.

The Teamster leader declared that the Maritime Trades Department should have authority to charter rival unions to take over jurisdiction of unions which "endanger the welfare of all waterfront labor by their inability to maintain decency and discipline in their organizations."



Fifty Years of Teamwork by

JC 10

TRADITION and teamwork mark the activities of Joint Council 10, Boston, Mass., which will celebrate its golden anniversary next month. This joint council, one of the oldest in the International Brotherhood of Teamsters, has a wide scope both geographically and occupationally.

OVER 50 YEARS OLD

Although the joint council is celebrating its fiftieth year next month, the organization is actually older than the anniversary date indicates. Before there was a formal joint council the Teamsters of the Boston area banded together in a program of mutual advancement more than 50 years ago.

Those in teaming work under the leadership of Daniel J. Tobin and John F. English worked as part of the Allied Freight Transportation Council. This organization forerunner of the joint council included in its membership railway clerks, and spoke for those in the transport industry in Boston in their negotiations with the Master Teamsters' Association.

Mr. Tobin, Mr. English and Peter Hartnett, first president of Local 25, are regarded as the founders of Joint Council 10. Although Dan



J. C. 10 OFFICERS—Meeting with General Organizer Nicholas P. Morrissey are joint council officers. (Left to right) Basil D. French, president; Mr. Morrissey; Thomas F. Tighe, secretary-treasurer, and Thomas C. Healey, recording secretary. Vice President John J. Devlin was not present at this meeting.

Tobin was occupied for most of his life in the Teamster movement with international affairs, he never ceased to take an interest in the welfare of Joint Council 10. A similar attitude is taken by General Secretary-Treasurer English who speaks warmly of his days in Boston on occasions when he appears before Teamster meetings throughout the country.

COVERS SEVERAL STATES

Joint Council 10 reflects the diversity and variety of industry and commercial activity in the New England area through its 28 affiliated local unions. Joint Council members are not limited to the area of metropolitan or greater Boston but include locals in Maine, New Hampshire,

Vermont, Rhode Island, Connecticut and in several cities and towns of Massachusetts. In addition to locals in Boston the joint council has local union affiliates in Lynn, New Bedford, Worcester, Springfield, Haverill, Lawrence, Fall River, Brockton, and Lowell in Massachusetts.

DIVERSIFIED JOBS

The Teamster joint council has developed to serve the freight hauling needs of its area and the diversity of activities in the area are reflected by the various types of jobs which affiliated unions are called upon to perform. Boston was for many years the largest town in the American colonies and it has throughout its history occupied a place of leadership. Today with its population

of 800,000 it is a vital point for distribution of goods coming in from other sections and a point of export for commodities going out of New England for other parts of the U. S. and to markets abroad.

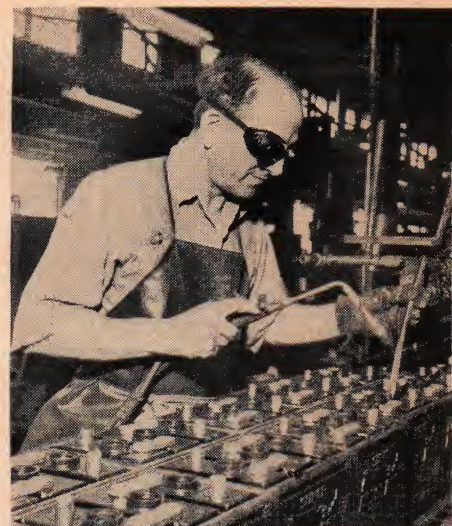
Teamsters in Joint Council 10 carry on the usual jobs of Teamsters everywhere such as supplying drivers for the dairy, baking, moving and storage, fuel, and general cartage industries. But Boston and J. C. 10, Teamsters have many tasks which are not found in all areas. More than 300 million pounds of fish are received annually in the port of Boston and this requires hauling and icing. Teamsters are associated with some of the shipping and remnants of the whaling industry in New Bedford.

WOOL HAULING

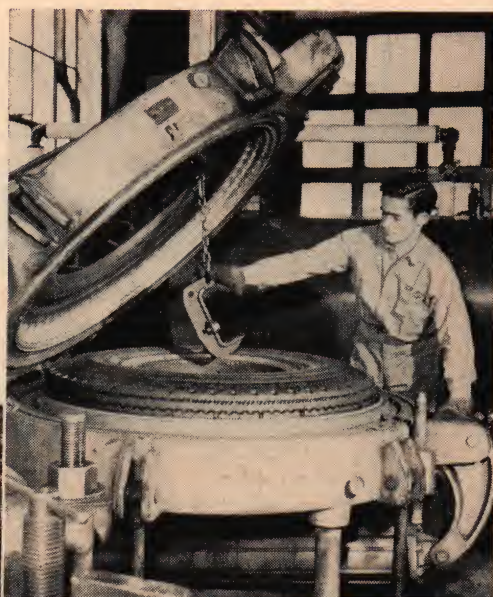
Before World War II Boston imported more than two-thirds of the foreign wool used in the U. S. to supply New England mills. Today Teamster trucks hauling large consignments of wool are common sights in Boston. The city is also famous as a great textile and shoe center and boasts of some 6,000 factories in the four counties surrounding the city engaged in making cloth-



GASOLINE DELIVERY—Donald E. Hillier, No. 841, filling auto tank at Cities Service Station. Shown in photo is an early morning customer.



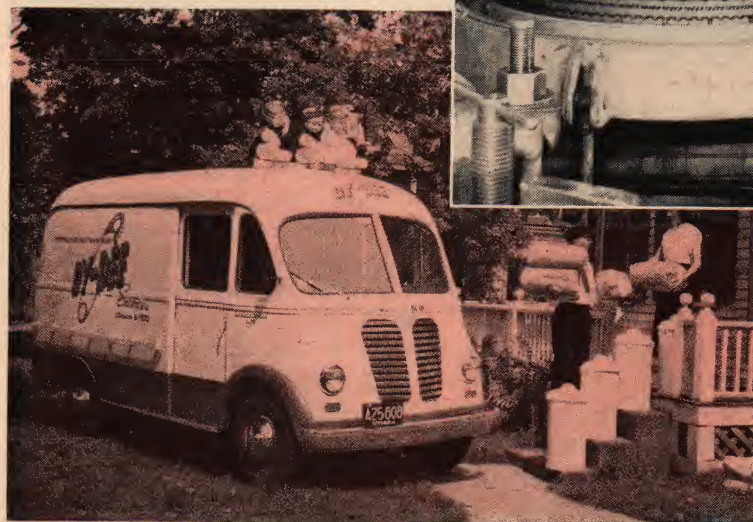
BATTERY WORKER—Joseph Stann, No. 841, burns links at the Globe-Union plant. He is shop committeeman for No. 841.



RETREAD EXPERT—Martin Wright (above left), No. 841, takes tire from mold in recapping shop of the Goodyear Company. Boston is major transport hub.



OIL GAUGER—Frank Grayson (above right), No. 68, notes record of gauge on top of giant storage tank. Section of industrial Boston may be seen in background.



DIAPER DELIVERY—Vincent Fontaine, No. 168, shop steward, delivers diapers to home of Boston quadruplets. (Boston Herald-American photo.)

ing, confections, electrical goods, rubber goods, ships, razors, printing supplies, foundry and machine shop products, tools and many other items. These all require raw material to be hauled and finished products to be shipped. These operations need the services of drivers

and warehousemen to an extensive degree and many of the 35,000 members of Joint Council 10 make their living as the result of New England's industry.

The growth of population and the increase in traffic has resulted in an expansion far beyond the old limits

of Boston. The area boasts with what it calls the "five conjoined metropolitan districts" of a population of 4,400,000—a population with its various needs making many demands on Teamster service.

Teamsters serve in helping to unload tankers bringing oil and fuel

into the port of Boston for redistribution to industry, homes and service stations of New England. Joint Council members also operate snow shovels, refuse collection trucks and other public service vehicles and one union also has some Federal post office mail hauling drivers.

Boston has been said by some to be more famous for its past than for its present or for its future, but such a reckless statement can start an argument with any alert member of Joint Council 10. Teamsters in the council are aware of the city's tradition and past and their fellow members who drive taxicabs have a special interest in the points of historic interest. But Teamsters, by and large, in J. C. 10, have an eye toward the problems of the present and great faith in their union and in the region for the future.

Spark plug of the joint council and a man with an eye on the future



FOR THE PRESS—Melvin Stillman and Loa Burroughs, No. 25, unload paper for *Globe* using hydraulic and spring unloader.



ASPHALT DISTRIBUTOR—Joseph Higgins fires up unit at Trimount Bituminous Products. He belongs to Local 68.



UNLOADING WOOL—Walter Adley, No. 25, unloads wool from A. W. Bent Company textile warehouse.



AT OIL WHARF—Roy Rostrum, No. 68, signals to Capt. John Cain of tanker bringing in a cargo of oil for New England.



COFFEE TIME—General Organizer Nicholas P. Morrissey pours coffee for two old-time Teamsters, William Nealey (seated), secretary-treasurer of Local 42 and a 44-year member and Michael J. O'Donnell, secretary-treasurer, Local 25, a 50-year man. The joint council is celebrating its golden anniversary.

BUSINESS SESSION—(Below) Officers, trustees and business agents for Joint Council 10 are in session in Teamster headquarters, 650 Beacon Street. Officers and trustees are in the front row. Twenty-eight locals are represented.





ICING FISH—Jack Nielson (on truck), 70-year-old driver for Commonwealth Ice & Coal Company, with firm 47 years, ices fish boat. James Reyno, helper, by truck. Others are John McHugh and John Welch. Teamsters belong to Local 68.

BY REVERE HOUSE—Bernard McAvoy, No. 494, makes delivery for Bond Bakery near historic Paul Revere house, shown in background of photograph.

is Nicholas P. Morrissey, Teamster general organizer, who is rounding out his thirtieth year in the union this fall. A dynamic leader in his own area, Mr. Morrissey is well respected throughout the International Brotherhood of Teamsters and was called upon last month to be one of a three-man Board of Strategy to aid in inaugurating General President Dave Beck's New Organizing Policy in the Newark, N. J., area (described elsewhere in this issue).

Mr. Morrissey is proud of the



DAIRY DRIVER—Richard Coburn, No. 380, prepares to make delivery of milk to an apartment tenant in Boston area for Whiting Dairy.



TEA BLENDING—Arthur Connolly, No. 829, of First National Stores manufacturing department taking first step in tea blending.



AT FANEUIL HALL—Manuel Mazzola, No. 646, Miller Produce driver, in front of Faneuil Hall, a shrine called "cradle of liberty."

wide range of activities of the joint council affiliates, and he is interested in any of the tasks—whether it's heating a potato car in Maine, icing a fishing boat at Commonwealth pier, warehousing some of Boston's famous baked beans or pulling a load of furniture. On one subject General Organizer Morrissey feels especially strong—on union services and the union label.

"We would do well to bear down and get our own members throughout the Teamsters to demand union services and union label goods for

home use. If we all demanded these more, we would develop a greater consciousness among the rank and file throughout the country of the worthiness of all union goods," he said.

Members of the joint council in all areas take an active interest in civic affairs and are leaders in their communities. The list of iron lungs, beds, amusement devices, financial gifts and other contributions to worthy organizations in the area would be too long to list here. But the record of Teamsters of Joint

Council 10 in helping their less fortunate fellowmen is one of the bright chapters in the organization's history.

J. C. 10 members are closely allied and have a high regard for the welfare of all, a feeling that helps make Joint Council 10 one of the most closely knit and cooperative in the country. The members know that while tradition is important in Boston, teamwork must take priority if those in the trade union movement are to continue their advances in improving their wages, hours and working conditions.

Officers and trustees of Joint Council 10 are: Basil D. French, No. 633, Manchester, N. H., president; John J. Devlin, No. 504, Boston, vice president; Thomas F. Tighe, No. 25, Boston, secretary-treasurer; Thomas C. Healey, No. 259, Boston, recording secretary; Martin J. Moran, No. 68, Boston; John F. Donovan, No. 380, Roxbury, Mass., and Harry Herra, No. 25, Boston, all trustees.



IN BANANA ROOM—Arthur McCallum, No. 829, in cold room at First National stores, checking fruit orders in plastic bags.

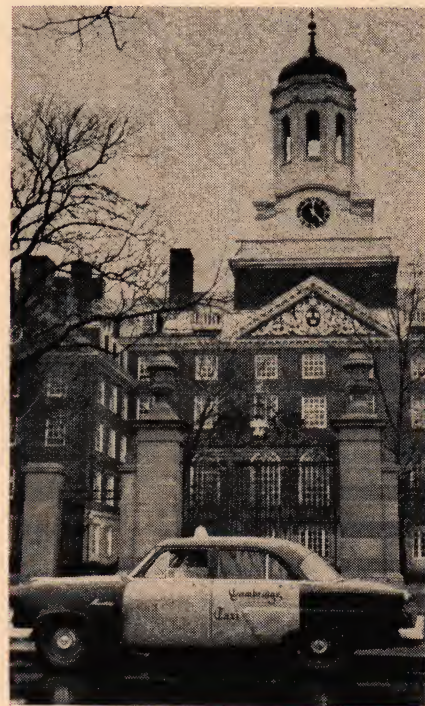


WINE WAREHOUSEMAN—Samuel Rabotnick, No. 939, checks gauge at House of Mollineaux, packing and distribution business.

FURNITURE PACKING—Horace McConnell, No. 82, packs a lamp for truck shipment in the D. W. Dunn Company.



50-YEAR MAN—George Flynn, No. 494, has been bakery driver for Albert Duplaine Bakery 50 years. Still uses horse and wagon.



SERVING HARVARD—Frank J. Keegan, No. 496, of Cambridge Taxicab Company, has just taken a fare to Dunster Gate at world famous Harvard University.

EDITORIALS

Labor Legislation — What Kind?

Top problem facing organized labor today in the field of legislation concerns the ways in which the Taft-Hartley law will be amended. This law, so odious to organized labor, is the subject of top-level study in both Congress and the Executive Department of the Government.

When President Dwight D. Eisenhower made his State of the Union address to Congress he stated what seemed to be a strong reiteration of his policy of fairness to labor which he had enunciated before the American Federation of Labor during the political campaign last September. In his first message to Congress he set forth his belief on the kind of law which should be on the books:

"... only a law that merits the respect and support of both labor and management can help reduce the loss of wages and of production through strikes and stoppages, and thus add to the total economic strength of the nation... experience has shown the need for some corrective action, and we should promptly proceed to amend that (Taft-Hartley) Act."

Paying tribute to our tradition of collective bargaining, the President properly recognized its place by saying:

"Especially must we remember that the institutions of trade unionism and collective bargaining are monuments to the freedom that must prevail in our industrial life. They have a century of honorable achievement behind them. Our faith in them is proven, firm and final."

These expressions of the President are noble indeed and indicate awareness of the need for safeguarding the progress which we have made through the long upward struggle. Labor now looks for a joint effort of the White House and of Congress to work out a revision of Taft-Hartley which will be fair—we ask fairness, not favoritism—to labor and to management. We hope the action will come without rancor or bitterness as the result of searching discussions and debates which lie immediately ahead.

Communism Case History

How Communists operate in a labor union is told in dramatic fashion in a Senate Labor Committee report detailing the activities of the Marine Cooks & Stewards on the West Coast.

A sub-committee under Senator Hubert H. Humphrey (Dem., Minn.) issued a 250-page report after extensive investigation and study of the union. The organization under investigation was called "the last Communist outpost among unlicensed seafaring unions." Senator Humphrey in his preface to the exten-

sive report said that the official document issued by the committee shows "how a Communist-dominated union stays in power."

"It stays in power," said the Senator, "by terrorizing the real and imagined dissidents within the union, by depriving critics of their jobs, by slander, villifications; by intimidating Government witnesses to its illegal activities, by perverting the union's judicial machinery into an instrument of reprisal, by intimidating the employers into becoming parties to their totalitarian methods."

"In brief, this Communist-dominated union has remained in power by corrupting the basic democracy of a union to create a little totalitarian system all its own."

These are strong words and they are well put as the evidence set forth in the Senate report well attests. Those who would advance the aims and the programs of Communism well know the importance of controlling the transportation industry as the report says "... such control eases the problem of infiltration of agents and propaganda for world-wide Communism. ... What distinguishes the Marine Cooks & Stewards from non-Communist unions is the intensity with which it pursues Communist political objectives."

The report blasted Pacific Coast shipowners by charging that the employers "... to avoid unpleasantness, permitted themselves, without too much protest, to become vehicles through which the MCS leadership imposed its rule of terrorism and discrimination against all elements who dared to oppose its Communist policies."

"It is not unfair to say that the sweep of MCS power could not have been as effective, by far, if many employers had not been supine," said the report.

The American Federation of Labor is glad to see in print in an official document proof of charges which it has long contended are true and a disgrace to the shipping industry. The report indicates that employers bear some responsibility in the growth of power in a Communist union. Employers should realize that they, too, have a real stake in free trade unionism and should not bow before the intimidation of the arrogant minions of totalitarianism.

Danger Signals

Falling farm prices of the past few weeks have been danger signals which should alert the Government, agriculture and labor to economic perils ahead. The American Federation of Labor Executive Council quite properly recognized this problem and recommended immediate attention and action.

Attention of the AFL to this problem emphasizes the relationship existing in our economy. We are not living in tightly compartmentalized economic units.

The various segments of our economy are interdependent. If agriculture is in an unhealthy economic state, labor will soon find itself seriously affected. If labor loses its purchasing power, the farm folk suffer a loss of markets for their goods.

The AFL quite properly recommended prompt and decisive action to arrest the fall in farm prices. Unless this advice is taken, the present decline can head into an economic disaster, not only for farmers, but for all of us.

Help the Red Cross

March is the period annually set aside for the American National Red Cross roll call campaign. During this period efforts are made by staff and volunteer workers of the organizations to enlist support for the Red Cross for its year-around program.

The Red Cross is usually associated with wartime activities in connection with military operations, but the fact is there is a wide range of work performed by the organization on the home front. Disaster relief, while most dramatic of its home front work, is by no means its only activity.

The home service program of the Red Cross, civil defense, life-saving and other activities commend themselves to us for support in the annual drive. A special mention should be made, perhaps, for assistance in the National Blood Program. Teamster locals in all parts of the country have been leaders in their communities in aiding in this worthy program.

We hope that Teamsters and all members of organized labor give a hand to the annual roll call campaign. The cause is worthy and the opportunity for aiding in a comprehensive program of humanitarian work is great.

Migrants—An Unsolved Problem

A new crop year focusses attention once again on one of America's most serious unsolved problems—the migratory worker.

The usual discussion of the migratory worker is directed toward the problem of the Mexican "wet-backs"—illegal entrants—in our West and Southwest. The fact, however, is that we have a general migratory worker problem which is national in scope and which demands more practical attention than it has been receiving.

The International Brotherhood of Teamsters has more than a passing interest in this problem. We have at least a three-fold interest. As citizens we are interested in the fate of the thousands in what some have called a submerged group in our society. We realize that as long as we have deplorable conditions in this group of workers, we are being less than humane to a great body of our citizens.

Secondly, we have an interest as trade unionists. We know that as long as we have low wage and living standards in one group of citizens, we will feel the effects in all groups. Moreover, we know that migratory workers who are unorganized, aimless and adrift

can and are having an effect on our other groups, particularly on organized groups of our working force.

Finally, as Teamsters, we have a direct interest in the migrants. Part of our jurisdiction includes cannery workers who are employed in the field, fruit and crop areas of the country. These employers are literally next-door neighbors to the migrants. Unorganized migratory workers, illegal entrants and others unable to fend for themselves are constant economic threats to our people. It is less than selfish to want to see our people protected and to do this we must see those closely allied get more consideration than they have received.

This problem of the migrant and farm labor placement is one of the priority problems on the desk of Secretary of Labor Martin P. Durkin. He will face formidable opposition if and when he seeks to effect a decent solution to this which is in accord with the reality and the needs of the problem. But a solution should be found—a solution which is in keeping with our American traditions of decent fair play and humane treatment of our working people.

Good Advice

Nelson H. Cruikshank, labor adviser to the Mutual Security Agency, recently gave some sound advice on strategy in the cold war at a labor convention in Cincinnati.

Speaking to the Glass Bottle Blowers (AFL), Cruikshank said that the cold war must be fought at the union level. He said, "The cold war might be defined as a struggle for the loyalties of the world's masses. Without intelligent, democratic labor in this struggle, it would lose its character as a war of freedom against tyranny and become simply another contest between opposing powers. . . .

"You cannot sell America to foreigners by selling America merely to the upper classes of Europe. With Communists pretending that they are lovers of liberty, the only way to beat them is not to outshout them or to outlie them but to outdo them. You have to demonstrate daily what democracy is. You have to be on the firing line of democracy every minute of the day. You have first to *be* a democrat, and you have to live democracy before you can take democracy to Timbuctoo or Zanzibar."

Cruikshank rightly said that the range of bombers does not outreach the range of ideas and ideologies. He called for a daily demonstration of democracy in our union affairs and our civic affairs. He called for steps toward helping foreign nations become independent.

The MSA official should know whereof he speaks. He has seen trade union people in action in Europe where he served in the foreign aid program. He knows that labor must not only work through its representatives abroad but must continue at home, as he told the glass workers' union, in building strong democratic trade unions at home—a task in which every trade unionist can make a contribution.

*Experience in Tank Transportation,
Regard for Safety and Service
Fit Truckers for Important Role*

TEAMSTERS SERVE CHEMICAL INDUSTRY

ACCENT on safety and service is the theme for tank transportation by Teamsters in trucks serving America's rapidly expanding chemical industry. Chemicals by tank truck is a growing phase of motor transport which should open up new jobs for skilled drivers in the liquid freight field.

Chemicals by tank truck is a development in transportation born of necessity. Carriers have long been successful in hauling petroleum products and have developed a corps of skilled and careful drivers handling a host of oil derivatives serving commerce and industry. Successful experience in petroleum transport by the oil companies plus the entrance of oil concerns in the chemical field led many to turn to the tank truck for rapid, efficient haulage.

CARRIAGE STUDIES

The need for components which could transport a variety of chemicals rapidly, with a low turn-around time, led to increased attention on the part of shippers to tank carriage. Elimination of expensive packaging

and heavy freight charges on containers contributed to cost-cutting methods leading to consideration of hauling by tank truck.

One of the chief reasons for the growth of tank transport has been the outstanding job performed by drivers in this growing field. Driver safety resulting from the skill and conscientiousness of the drivers themselves plus soundly devised and conducted safety programs have been responsible for the respect achieved by tank truck operators. Drivers have had to learn how to handle the specialized equipment, how to load and unload, how to handle the commodity in case of leakage or an accident.

WARTIME BOOST

During the national emergency of World War II tank carriers were given a real boost by the necessity for conserving transport facilities. Under Office of Defense Transportation Order No. 7 rail tank cars were limited to hauls of 200 miles or more. The necessity for mobilizing the motor truck introduced many

shippers to the tank truck who had hitherto been unfamiliar with motor transport's many advantages.

The emergency period also saw a practical demonstration of service and safety. A recent report showed that tank truck operators hauled nearly 300 million proof gallons of alcohol and other distilled spirits. If this volume of liquid had been 190-proof taxable alcohol, the taxes on this quantity would have exceeded \$5 billion. Operators transported this volume without the loss or diversion of a single gallon—a great tribute to the carriers and drivers who manned the equipment. This amazing record led the Alcohol Tax Unit of the United States Treasury to relax the regulations further to permit transport of taxable alcohol in tank trucks.

RANGE LISTED

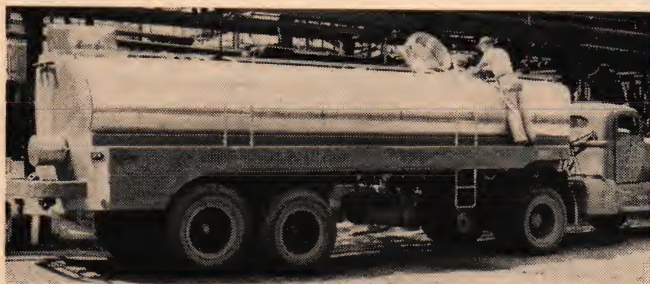
Today a wide variety of liquids is hauled in tank trucks. The Interstate Commerce Commission recently listed the range of commodities which can be hauled in tank trucks. The lists are long and diverse:

—of petroleum and petroleum products 144 are listed. Some of these products have derivatives totalling 57 in this classification.

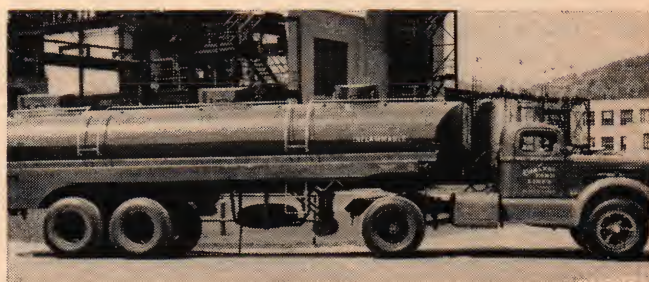
—of coal tar products 58 commodities are listed.

—of acids and chemicals 155 commodities and 107 derivatives are listed.

The range of commodities which can be hauled is long and complicated, going from "A"—Absorption oil to "Z"—Zinc chloride and zinc resins in petroleum solvents. The names of some of the commodities are short and familiar—"fuel oil," "tar pitch." Others are a little more complicated and certainly unfamiliar such as "monochlorobenzene," "die-



TANK LOADING—One of more than 200 types of chemicals is being loaded in this equipment, marking a sharp contrast to the old type of rail tank handling.



CRITICAL CARGO—The inflammable sign on this truck is an indication that it has an especially careful driver. Teamsters have excellent safety records.

thylphthalate," "tetrochloropentanes," "monofluorotrichloromethane" and many others in terms which only a chemist or manufacturer using the item would understand.

Chemical users are turning to an increasing degree to the tank truck for shipping and receiving chemical shipments. The average capacity of tank trucks is 4,000 to 6,000 gallons. Some are smaller since chemicals vary greatly in density and hence weight. Weight will vary from 6.5 pounds per gallon to 15 pounds to the gallon. Users of chemicals which do not have large storage facilities and prefer frequent shipments are finding motor transport a great economy and convenience.

Speed is another attribute of motor transport shipment—not excessive speed on the highways but overall saving in time per shipment. Short hauls can be made, including loading and unloading time, in far shorter time than can rail shipments be made. One example cited to show the time saved concerns shipments from North Bergen, N. J., to Montreal, Can., by rail and by truck. The 375-mile trip, including loading and unloading time, can be made in two days whereas the rail time required is 18 days. In the short hauls the time saved is little short of phenomenal.

Different chemicals require specialized equipment, but they all demand skilled and safe drivers. A transporter of tetraethyllead is built of half-inch plate, fusion welded, x-rayed, subjected to 150 pounds per square inch hydrostatic pressure and is insulated and jacketed. Tanks for acids or corrosive liquids require different construction. Phthalic acid, used in dyes and medicines, requires highly specialized equipment. This

A few of the commodities hauled in tank trucks:

acetic acid	methanol
acetone	molasses
acid	naphtha solvent
alcohol	naphthalene
alkids	nitric acid
alum	ocuricury oil
aqua ammonia	oiticia oil
asphalt	oleum
bardol	palm oil
benzene	parapoid
blackstrap molasses	paving tar
butyl acetate	phenol
calcium chloride	phosphoric acid
caustic soda	phthalic anhydride
chlorobutadiene	plasticizers
coal tar products	potassium
creosote	resins, synthetic
dibutyl phthalate	silicate soda waste
disinfectant	sodium bichromate
divinylbenzene	spent sulfite
drain oil	sulfuric acid
ester gum solution	tallow
ether	tar acid
ethyl acetate	toluol
formaldehyde	varsol
glycerol	vaseline
hydrol	vegetable oils
ink oil	water works primer
insecticides	solvent
isopropyl ether	wax
lacquer solvents	xylene
latex	yeast, liquid
lignin liquor	

product has a melting point of 267.5 degrees F. In addition to using a specialized type of tank, the shipper requires his operator to take internal temperature readings of his cargo every two hours. Each of the many acids and chemicals seems to need not only special equipment but special handling.

Chlorobutadiene must be loaded at temperatures of —15 degrees F. When transport of this was first started a long haul required relays of drivers to keep the load moving in order to deliver the cargo with an absolute minimum of time lost.

The driver of the tank transporter plays an especially important role in

getting the load from point to point. He not only is responsible for driving his truck and exercising the usual amount of care and skill required of all over-the-road drivers, but he has additional duties. The driver is well trained in the characteristics of the chemical he is hauling. He has been through intense safety indoctrination. He knows his chemical, how it behaves and what to do should the tank truck have any sort of accident from a leaky valve to a highway crash. Even the mechanics who work on the equipment have to be specially trained in the characteristics of the chemicals hauled by the trucks they repair and maintain.

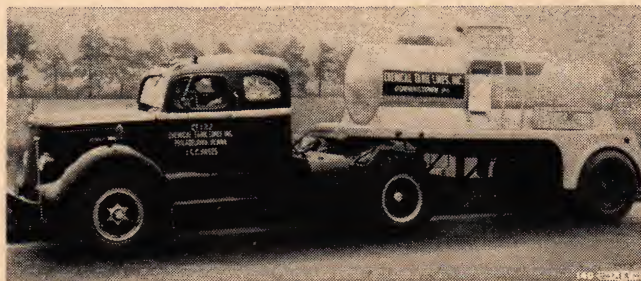
The accent in tank truck operation is definitely on safety. Safety is the gospel 24 hours a day and from the time the manifest is prepared until the cargo is finally delivered. Improving equipment in the tank transport business is making the job of the driver both easier and safer. The experience of the drivers in this growing field of carriage is making a great contribution to design and development of special equipment because no one is better equipped to know how best to haul a commodity than the driver whose responsibility it is to get cargo from shipper to consignee safely and economically.

Members of our union working in this highly specialized field work as members of a closely-knit team with the shippers providing safe and economical service. The drivers' work, though basically important to industry, has been relatively unsung—unsung by all but the shippers and the manufacturers who have come to depend on the corps of skilled and trained operators working to help industry give us "more and better products through chemistry."

All photos courtesy
Chemical & Engineering News



ACID HAULER—Sulfuric acid tank is equipped with crash box for safety in event of accident. Low center of gravity contributes to safety on road.



CHEMICAL TANK—Types of chemicals hauled now by tank trucks run into the scores, some requiring special equipment like the above unit.

SOFTLY, CONTROLS GO; WILL THERE BE A BANG?

WITH price and wage controls suspended by Executive action of President Dwight D. Eisenhower, organized labor enters on a period of uncertainty with regard to its immediate future. The big question confronting labor officials at every level from the top echelon of the American Federation of Labor down to the smallest local union in its affiliates is simply: where do we go from here?

Suspension of controls announced by President Eisenhower early last month had immediate reactions on the part of labor and industry. Those in management and employer capacities generally approved the ending of the wage-price program. Organized labor was divided in its reaction.

FEDERATION WARY

The American Federation of Labor's Executive Council was holding its mid-winter meeting in Miami, Fla., when the suspension order was issued. The Federation has been somewhat more wary than other groups on terminating controls and has warned of the potential danger of ending all price-wage curbs. The AFL attitude has been one of caution despite the fact that leaders of the AFL have been critical of the operations and working of the stabilization program for many months.

When the price-wage suspension order was issued, there were some 10,000 cases pending before the various wage and salary stabilization agencies, including the Wage Stabilization Committee, the Salary Stabilization Board and the boards governing wage levels of the railroads and airlines.

Following the suspension order two developments took place immediately. Trade unions began to serve notice that pending wage hikes already approved should be forthcoming immediately and further raises would be asked in line with the increased cost of living in recent

months. The other development concerned standby authority to reimpose controls. Democrats in Congress generally urged the adoption of standby authority which might be reimposed immediately while most of the Republicans opposed such a step.

The Republican attitude is in line with the general efforts on the part of the Eisenhower administration to control inflation by indirect rather than by direct means. Senator Homer Capehart (Rep., Ind.), chairman of the powerful Senate Banking and Currency Committee, however, promptly introduced a bill which would give the President standby controls authority. This is one of the most voluminous bills to be offered in the 83rd Congress—it is 99 pages in length. The President would be authorized and required to consult a National Advisory Council before taking any steps to reestablish price and wage controls. This council would include representatives of labor, agriculture, industry, the military and consumers.

With strong Republican opposition aligned against standby controls, observers in Washington question how far the Indiana Senator will get with his measure. Since the President only suspended, rather than terminated, controls, a Capehart bill might not be necessary should inflation pose a new threat in a free wage economy.

Suspension of controls marks the end of a hectic period in wage regulation for more than two years. General Regulation 6 under the economic stabilization program permitted wage and salary boosts of 10 per cent above the levels prevailing in January, 1950. Later this margin was raised to permit employers to raise wages matching the cost of living raise since January, 1951. This was usually done through the escalator clauses in wage agreements or through formal contract reopenings between employers and unions.

Labor unions which had no escalator clauses to guarantee wage hikes consistent with the rising cost of living felt themselves penalized with holdups general on approvals of boosts permitted or at least agreed to by employers. Prices continued to rise during the wage control period which made the condition of the worker increasingly acute. Added to escalator clauses in some contracts was an improvement factor provision which added further to wage hikes of those with agreements incorporating such a provision.

Average wage boosts by the old 10 per cent formula and permitted hikes outside of these special contracts had been estimated generally at about 16 per cent although many workers were able to obtain more. Some went as high as 19, 20, 21 and in at least one industry above 22 per cent. The Mine Workers topped all with a boost aggregating 28 per cent. The granting of this boost broke up the Wage Stabilization Board and the "Big Board" as it was known became the Wage Stabilization Committee until time for the suspension issuance.

FREE TO NEGOTIATE

Of major importance to Teamsters and others who have pending wage claims will be the freedom to negotiate freely under conventional collective bargaining procedures. Subjects of bargaining will include more than wages. So-called "fringe" benefits such as health and welfare plans will also be subject to collective bargaining negotiation.

Few regulations have been more vexing to Teamsters in the past than the cumbersome machinery of the wage stabilization program. Despite the fact that in the program were a number of sympathetic officials who tried to aid in expediting agreement approvals, the fact remains that the machinery was difficult to get under way with any degree of speed and as the result workers were penalized through long waits before agreements arrived at through negotiation were approved. With a free wage market once again prevailing, Teamsters look toward improvement in salary and collateral benefits all along the line.

AFL Serves an Ultimatum

Executive Council Studies Problems of Legislation, Lagging Wages and Turns a Cold Eye on Longshoremen

ECONOMIC, legislative and organizational problems occupied the attention of the American Federation of Labor Executive Council in its annual mid-winter meeting which concluded sessions in Miami, Fla., early last month.

1. Legislative problems before the new Congress occupied a priority spot on the Executive Council's agenda. Twenty changes in the Taft-Hartley law were authorized and were presented to Congress late last month. Congress was asked to probe the decline in farm prices. A national health program was cited as still a major national need. Labor's League for Political Education began work looking toward 1954.

PRESS FOR RAISES

2. On the economic front the AFL asked its affiliates to press for productivity raises in wages and warned against the possible economic effects of a decline in defense spending. The Council also was wary about the abrupt ending of controls as the result of the suspension action taken by President Dwight D. Eisenhower.

3. Organization problems within the Federation also occupied attention. The Council, taking note

of the recent Crime Commission disclosures in New York City, served an ultimatum on the International Longshoremen's Association to "clean house" by April 30 or face expulsion from the American Federation of Labor.

4. The Council also named former Congressman Andrew J. Biemiller as legislative representative and authorized memorial awards in honor of the late William Green, longtime president of the AFL who died last November.

The Council met in Miami to review problems on a wide front which confront organized labor with par-

ticular emphasis on the legislative situation created by the Republican control of Congress won in last fall's election. Of major interest is the promise of the Republicans to amend the Taft-Hartley Act. The AFL has had under study the operations of the act and President George Meany reported to the Council some of the results of the study. The AFL is recommending 20 changes in the text of the act which will go far toward remedying the many objections raised by trade unions.

The changes were scheduled to be made public by President Meany when he appeared before the appropriate Congressional committee. The House Labor and Education Committee hearings began February 9 and the Senate Committee on Labor and Public Welfare began its hearings somewhat later. A committee named to prepare the general presentation on behalf of the Federation included Vice Presidents Matthew Woll (Photoengravers); George M. Harrison (Railway Clerks); D. W. Tracy (Electrical Workers); President Richard Walsh of the Stage Hands and President Richard J. Gray of the Building & Construction Trades Department.

Affiliate unions were asked to convey to the AFL headquarters any suggested changes or supporting material by February 20 in order that data might be assembled for presenting early this month to Congress.

The recent decline in farm prices was the occasion of concern on the part of Federation officials. Saying that the welfare of agriculture and labor are interdependent, the Council warned that "... the resulting reduction in the farm income, unless checked, may assume the proportions of a farm recession, with far-reaching effects on our whole economy. A similar trend of declining farm income preceded the economic collapse of 1929."

STUDY FARM PRICES

The Council asked Congress to take immediate steps in having the Federal Trade Commission and other agencies undertake a searching investigation of the farm price situation. Corrective legislation would be asked for if the investigation elicits the need, the Federation declared.

In commenting in detail on the farm price situation the Executive Council statement said in part:

"Following the invasion of Korea, farm prices rose, reaching a turning point in February, 1951. Since then they have been declining. Until August, 1952, this decline was moderate. But between last August and December farm prices dropped 8.8 per cent in four months.

"In December, 1952, the farmer was getting only 45 cents out of every dollar spent by the consumer for food, as compared with 51 cents in February, 1951. Thus the farmer's share in the consumer food dollars has been cut six cents since two years ago. Half of this loss was suffered by the farmer since last August.

"Most of the share of the consumer food dollar lost by the farmer was gained by the food processor and distributor. The Department of Agriculture expects that the food processing and food marketing charges per unit of product will exceed in 1953 the record reached in 1952. This is an alarming prospect, considering the high profits already

reaped by food processing and food handling firms."

The Council firmly declared that it was not out to "socialize" medical practice in its endorsement of health insurance as a primary social need. "We believe," said the council, "that a practical system of health insurance need not, and must not, invade the 'freedom of choice' of either doctor or patient."

DRIVE FOR FRIENDS

What was termed an "invigorated political drive to elect friends of labor to Congress in 1954" was instituted in the Miami meeting. The Council as part of its political-legislative program decided on three immediate courses of action:

1. To conduct an annual political drive for contributions of \$1 per member.

2. To create a women's division to stimulate information, interest and understanding of political matters affecting laboring group families.

3. To keep a close watch on voting records in Congress for guidance of future political action.

President Meany was named LLPE chairman and AFL Secretary-Treasurer William Schnitzler was named secretary-treasurer. The Council heard a detailed presentation of election results in terms of a close analysis prepared on the basis of labor's role. James L. McDevitt, director of LLPE, who made the presentation, called for strong continuing support of the League in preparation for the hard Congressional fight next year.

A detailed examination was made of the rise in wages and the more pronounced increase in productivity by labor. Facts and figures showing economic developments were presented by Boris Shishkin, AFL research director. The figures showed that productivity per worker had increased by 13.2 per cent while wages had averaged an increase of only 7 per cent, little more than half the productivity boost.

Seven points with supporting documentation were presented in the discussion of the productivity-wage raise situation:

1. Wages are not keeping pace with productivity.

2. Increase in workers' buying power is essential to sustain the whole economy.

3. National production must expand to keep our growing work force employed.

4. A gap is developing between production and demand.

5. Living standards rise too slowly.

6. A large potential market exists among lower income groups.

7. Wage income is the foundation of post-defense prosperity and stability.

In detailing arguments for increased wages to keep pace with income the Council's report called consumer demand the "mainspring of our economy."

"To a vital extent," said the report, "the American economy depends on the purchase of workers. This is illustrated by the experience in the four most normal post-war years, 1947 through 1950. Consumer demand is clearly the mainspring of our economy. Most conservatively estimated workers' purchases represent about 60 per cent of all consumer demand. This workers' buying is the solid base upon which rests the demand for American products in peacetime. Other consumers include farmers, businessmen and persons living on the income from investments, insurance, and pensions; the purchases of these groups combined make up only 40 per cent of the total consumer demand.

"Business firms do not expand their investment in plant, equipment and inventory and create jobs for more workers unless they know there is enough demand for their consumer products to justify such expansion."

POTENTIAL MARKETS

The Council's report gave some emphasis to potential new markets among low income groups and drew attention to present needs:

"One-third of American families still do not own an automobile; about as many have not telephone; 45 per cent of American housewives no vacuum cleaner; 29 per cent no washing machine; 17 per cent do not even have an electric iron; 57 per cent as yet have no television

set. And the potential market for electric dishwashers, waste disposers, air conditioning units, and electric freezers is very much larger."

The gap between what workers can produce and what they can buy is developing into dangerous proportions, the Federation officials agreed and the only way the gap can be closed which will ward off a recession is through an increase in worker buying power.

CAUTIOUS OUTLOOK

Potential danger of inflationary pressures was foreseen by the Council which received the news of suspension of controls with some caution. The Council members said that the AFL hopes President Eisenhower "will courageously fulfill his pledge to call for Congressional action if a new inflationary wave follows the lifting of controls."

A three-man committee drafted a proposal from the Executive Council to the International Longshoremen's Association demanding an immediate housecleaning. Drafters of the letter were Presidents Charles J. MacGowan (Boilermakers); D. W. Tracy (Electrical Workers), and George M. Harrison (Railway Clerks).

Five specific demands were made on the ILA:

1. Elimination of all crime, dishonesty and racketeering.

2. Dismissal of all international and local union officers guilty of accepting bribes and gifts from employers.

3. Dismissal of all with criminal records.

4. Supplanting of the so-called shape-up, which encourages kickbacks, with a system of regular employment and legitimate hiring methods.

5. Restoration of democratic procedures so that workers may freely elect their own leaders.

The ILA situation decision had been foreshadowed before the meeting of the Executive Council in statements from General President Dave Beck who has been a leader in the move to get the ILA situation clarified in order to protect the good name of the American Federation of Labor. The Council said

(Continued on page 28)

Success of 'Operation Newark' Will Exert a National Impact

*Significant Victories Seen in Two Brewery Industry
Elections as New Organizing Policy Goes into Action*

THE campaign of truth and strength of the International Brotherhood of Teamsters was on the verge of a significant victory in two critical representation elections in Newark, N. J., in the brewery industry as this issue of THE INTERNATIONAL TEAMSTER was ready for publication. The election was scheduled for February 26 under the auspices of the National Labor Relations Board.

"Operation Newark" was the first demonstration of General President Dave Beck's New National Organizing Policy whereby the entire resources and support of the Teamsters are placed behind the efforts of any local or joint council in its fight for its proper place in the trade union picture.

The Newark meeting was called by the General President at the request of the National Brewery Conference which is stepping up its organization efforts throughout the country.

Preceding the February 26 elections, local Teamster officials of Locals 153 and 843 and officers of Federal Union 24251 were confident that the campaign of truth supported by the power of the International would yield a decisive victory over the attempts of the CIO to distort, divide and mislead those eligible to vote.

Outstanding in the organizing effort was the designation of a Teamster Task Force of 40 members from the East Coast and New England areas under a three-man Board of Strategy. On this board are General Organizers Nicholas P. Morrissey, president of the New England Conference of Teamsters; Thomas Flynn, Washington, D. C., and James Ruehl, Buffalo, N. Y. Task

Force members were scheduled to remain on the job in Newark aiding Locals 153, 843 and Federal Union 24251 on a 24-hour-a-day basis until the election February 26.

Before the appointment of the strategy board and Task Force on February 16 at a meeting in Newark called by President Beck, a series of events took place building toward the appointment of the special organizing group and following its designation in the pre-election period:

1. The NLRB on January 29, 1953, rejected CIO contentions and accepted the views of the Teamsters and ordered representation elections at the Anheuser-Busch brewery and at five other breweries in the area.

2. Intensive efforts to win support of eligible voters were instituted immediately by the Local Joint Executive Board composed of: Local

153 (Beer Drivers, Helpers, Loaders, Unloaders, Platform Men, Yard Men, Sorters, Warehousemen, Fork Lift Operators & Garage Employees); Local 843 (Bottle Beer Drivers, Warehousemen, Bottlers & Helpers) and Federal Local Union 24251.

3. General President Beck, as part of his new National Organizing Policy, called a meeting in Newark for February 16 to mobilize Teamster strength in the East in behalf of the AFL Joint Council.

4. The meeting was held February 16 and attended by Vice Presidents Einar Mohn, San Francisco, and James R. Hoffa, Detroit, Mich., and by 250 Teamsters including organizers, local union and joint council officials and business agents from 14 states.

5. The Teamster Task Force of



BOARD OF STRATEGY—A three-man strategy board was named February 16 to direct the organizing efforts and assistance of the Teamster Task Force. Shown above (left to right) are James Ruehl, Buffalo, N. Y., Thomas Flynn, Washington, D. C., and Nicholas P. Morrissey, Boston, Mass. Daily meetings were held.

40 named at the February 16 meeting scheduled daily sessions every morning in the Newark Labor Lyceum to map strategy, plan the organizing efforts and receive specific assignments.

6. President Beck, when informed of the plans and success of the efforts in Newark, expressed his personal and official thanks and appreciation in a special letter to those who attended the meeting and underscored the importance of the organizing and election drive with a strong statement of endorsement and support of the Newark Teamsters.

"This Newark situation is not just another NLRB election," the General President said in commenting on the February 26 contest, "This situation is first of all important in the campaign of the Teamsters generally and those in the brewing industry in particular in this very important center of brewing production and distribution.

"The Newark elections have additional importance for every member of the International Brotherhood of Teamsters. This operation will prove to the entire world that no Teamster local stands alone—when anyone has a fight with a Teamster local union, he has a fight with the entire Teamster movement. We hope that the appointment of the Teamster Task Force in Newark will show the entire labor movement the importance we attach to the efforts of our people to organize and

win our fights at every level—local, joint council, area-wide and national."

The complexities and legal history of the Newark situation was explained at the February 16 meeting by President Joseph J. Quillin of Local 483. He described the efforts of the CIO to impede Teamsters advances and told how the NLRB had rejected CIO claims and had ordered elections with the AFL Joint Board (Locals 153, 843 and Federal Local 24251) acting as a single unit paired against the CIO Brewery Workers.

As the result of the NLRB order two elections were scheduled:

(1) At the new \$30-million-dollar Anheuser-Busch, Inc., brewery; and

(2) At five other Newark area breweries (P. Ballantine & Sons; Joseph Hensler Brewing Company; G. Krueger Brewing Company; Pabst Brewing Company and Liebmann Breweries, Inc.). The total number involved in the elections is 4,207, with the largest at Ballantines—2,504 voters.

The two elections will be held the same day at designated hours and places with the balloting ending at 1 a. m., February 27. Although the election at Anheuser-Busch will be over before the other election places close, no ballots will be tabulated until all the polling places close in order to avoid any chance of the Anheuser-Busch result affecting other election situations. Counting was scheduled to begin one hour after the last polls closed.

The NLRB emphatically rejected the CIO charge that the Joint Board was not a "labor organization" and



VICE PRESIDENTS—Two general vice presidents aided in getting "Operation Newark" under way. James R. Hoffa (left) Detroit, Mich., and Einar Mohn, San Francisco, Calif., spoke at the organizing meeting in behalf of General President Dave Beck.

said in its directive ordering the election:

"Inasmuch as the record shows that the AFL Joint Board is clearly an 'agency' of its member unions, existing for the purpose of dealing collectively with employers, it is clearly within the statutory definition of a 'labor organization.' . . . For each of the three unions comprising the AFL Joint Board ap-



FROM LOCAL 153—Herbert J. Heilmann, secretary-treasurer of Local 153, welcomes aid of Task Force members at meeting in Newark.



EXPLAINS ISSUES — Joseph J. Quillin, president and business agent of Local 843, explains to Teamsters issues in NLRB election scheduled.

peared at the hearing, and the record leaves no room for any doubt that they, and no other organization, are the sole members of the AFL Joint Board."

Following the NLRB decision Teamster opposition resorted to a vicious campaign of distortion in an attempt to divide and confuse brewery workers. Those fearing a Teamster victory tried to confuse eligible voters through misleading statements on "single unit" and "union" with an attack on seniority rights. The CIO tried to tell the workers that any vote for the Joint Board as the single unit would mean that all workers would lose seniority in individual breweries—that they would be lumped together in one operation.

Teamsters in Newark have spiked this charge again and again and have assured brewery workers that seniority rights will not be affected. At the February 16 meetings of business agents and through a special statement issued as an election leaflet by the Joint Board, Thomas L. Parsonnet, counsel for the Joint Board and for Teamster Joint Council 73, Newark, flatly and emphatically declared that "... the NLRB election will have nothing to do with the question of seniority. The AFL

unions have always insisted on a three-unit seniority system, and this will not in any way be affected by the election. . . . The NLRB has never taken any interest whatever in seniority problems and cannot under the law interfere between unions and employers on the question of seniority."

The seniority issue as the election day drew near seemed to be one of the critical questions with the Teamster Task Force and attorneys fully advising the eligible voters that the seniority problem would not be touched by the NLRB elections. The CIO, on the other hand, continued its efforts to confuse, distort and mislead, screaming in election flyers that the "vicious NLRB decision takes away your independence . . . etc." The CIO Brewery Workers has also imported special organizers and members of their International Board so important did they regard the Newark fight. They were properly tabbed "outside raiders" by Teamster Locals 153 and 843 in the expose of the CIO "smoke screen of confusion."

Teamwork on all fronts was noted throughout the pre-election period and was dramatized particularly in enthusiastic meetings February 15

and 22, in which workers took their Sundays off to attend special sessions. Local union leaders and Board of Strategy members expressed satisfaction at the encouragement shown by the rank and file in these meetings and "on the firing line" at all the breweries involved.

The response to President Beck's letter was likewise gratifying when 250 attended the Newark Task Force meeting. Locals were from:

New York City; Boston; Long Island; Philadelphia; Jersey City; Camden, N. J.; Bridgeport, Conn.; New Haven, Conn.; Hartford, Conn.; Providence, R. I.; Worcester, Mass.; Waterbury, Conn.; New London, Conn.; Buffalo, N. Y.; Syracuse, N. Y.; Wheeling, W. Va.; Rochester, N. Y.; Detroit, Mich.; Perth Amboy, N. J.; Hoboken, N. J.; Charleroi, Pa.; Pittsburgh, Pa.; Brooklyn, N. Y.; Yonkers, N. Y.; Fall River, Mass.; Kittanning, Pa.; Steubenville, Ohio; Chester, Pa.; Allentown, Pa.; Irvington, N. Y.; Portland, Me.; Los Angeles, Calif.; San Francisco, Calif.; Manchester, N. H.; Johnstown, Pa.; Baltimore, Md.; Atlantic City, N. J.; Norristown, Pa.; Harrisburg, Pa.; Jeanette, Pa.; Scranton, Pa.; Meadville,



TASK FORCE—Teamster business agents, local and joint council officials from several states are represented in the Task Force designated to aid the Local Joint Executive Board in its election fight against the dual organization. General Vice Presidents Einar Mohn and James R. Hoffa along with the Board of Strategy—General Organizers Nicholas P. Morrissey, Thomas Flynn and James Reel are shown in top row of photograph.

Pa.; Erie, Pa.; Washington, Pa.; Wilkes-Barre, Pa.; Kingston, Pa.

In the Task Force meeting President Quillin, of Local 843, explained the detailed history of the Newark controversy and told how the CIO had invoked the Taft-Hartley law in its unsuccessful effort to out-manuever the Teamsters. Quillin stressed freedom of association to join a labor union and excellent wages-hours-conditions contracts as the record of the Teamsters as against the CIO's substandard agreements which he said we were depriving workers of their just results. Quillin expressed the consensus of the meeting when he said that "... we thank Dave Beck for his understanding of the beer business. It is a great satisfaction in a fight like this to know that the general president knows and understands our problems in this industry."

'MEMBERS NOT FOOLED'

Herbert J. Heilmann, secretary-treasurer of Local 153 and of the Newark Joint Teamsters Council, No. 73, Newark, welcomed the visiting business agents and officials both on behalf of his union and on behalf of the joint council. He told those at the meeting that "... our members are not fooled by the efforts of the CIO to confuse the workers on the seniority issue."

Walter Runcke, secretary-treasurer of Federal Union Local 24251, added his promise of united support in the Joint Board drive.

Einar Mohn, an International Vice President who acted as permanent chairman of the meeting, conveyed the message of President Beck on the importance of the Newark fight and said that "... we are here to work out ways and means of giving these locals all the help they need." He also said that the area would be the first demonstration of the International's New Organization Policy whereby Teamster strength will be mobilized to aid all unions in their efforts to win their proper place in the American trade union movement. He said that "... we want to win so overwhelmingly that the entire labor movement will know that something has happened and the indications are that we will do just that."

Dave Beck Praises Newark Teamster Effort

FOLLOWING the meeting February 16 and just before the election was scheduled General President Dave Beck issued the following statement praising the joint effort of Teamsters in the NLRB election fight being waged by the Joint Executive Board. He said:

"Everyone associated with the efforts of the Teamsters in Newark to win their rightful place in the labor picture deserves the highest praise. That operation is a fine demonstration of Teamster teamwork."

"The Newark situation is not just another local election. The situation is first of all important in the campaign of the Teamsters generally and of those in the Brewery Industry in particular in this very major center of brewing production and distribution."

"The Newark elections have additional importance for every member of the International Brotherhood of Teamsters. This operation will prove to the entire world that no Teamster union stands alone—when anyone has a fight with a Teamster local, he has a fight with the entire Teamster movement. We hope that the appointment of a Task Force of Teamsters in Newark will show the entire labor movement the importance we attach to the efforts of our people to organize and win their fights at every level—local, joint council, area-wise or national."

Further words of encouragement were added by Vice President Hoffa, who had been attending the Teamster Executive Council meeting with Mohn and other members of the council; by General Organizers Morrissey and Flynn and by M. S. Vidaver of the San Francisco Teamster office, who had been aiding the Newark locals.

CAUCUSES HELD

Following the discussion Chairman Mohn called upon the various delegations present to have group caucuses and designate members who would be part of the Teamster Task Force for "Operation Newark." The Task Force will consist of at least 40 members at all times. Included will be members from New York Joint Council 16 with President Martin Lacey promising complete cooperation with men available on 30 minutes' notice and by Joint Council 73, Newark, and by Baltimore Teamsters.

Organizers Morrissey, Flynn and Reel met with the Task Force after the general discussion and planned daily meetings for effective operations through the entire 10-day pre-election period. The Board of Strategy stressed in its discussions with those aiding the Joint Board the importance of "leaving no stone

unturned" and to "guard against any overconfidence."

ON RIGHT TRACK

"We know we are on the right track. We know our cause is right and we are here to convince our fellow workers that the Teamsters' Union offers the best hopes, service and performance—that's our job and we mean to do it on a 24-hour-a-day basis if need be until election, February 26," Organizer Morrissey said in voicing Task Force Plans.

Teamster Attorneys Set Meeting

Teamster attorneys from throughout the nation will convene in Chicago March 16 to discuss proposed amendments to the Taft-Hartley law. The call for the conference was issued by Robert C. Knee of Dayton, Ohio, secretary of the attorney group. The two-day session will be held in the Palmer House.

Also under discussion will be proposals for formation of a National Conference of Teamster Attorneys, which would be set up similar to Trade Division Conferences.

A supplemental meeting of attorneys will be held in Washington, D. C., March 2 and 3 to lay preliminary plans for the Chicago session.

Congress Tackles Hot Subject

Everybody Has an Idea on Labor Legislation, and Lawmakers Seek To Please as Many as Possible

THE battle of the amendments is on. Congress will soon have recommendations for some two dozens revisions of the Taft-Hartley act ranging from mild superficial changes to fundamental amendments to the act.

Hearings on amendments began last month with some proposals being submitted for correcting the injustices to the act and others offered which would broaden the scope of the statute to make it even more comprehensive in its control of organized labor than is now exercised.

HEARINGS BEGUN

The hearings which opened early last month before the House Committee on Labor and Education under the chairmanship of Representative Samuel K. McConnell, Jr. (Rep., Pa.), new chairman, followed the introduction of a series of amendments by Senator Robert A. Taft (Rep., Ohio), co-author of the amendments to the labor act which were passed by Congress over a Presidential veto in 1947.

The Senate Committee on Labor and Public Welfare was scheduling hearings on the statute for late in the month. Results of these hear-

ings were not available as THE TEAMSTER was being prepared for publication.

The House hearings also began before the Eisenhower administration was able to formulate its recommendations on changes. President Eisenhower indicated in his State of the Union address that studies would be made of the act by the Department of Labor before recommendations would be sent to Capitol Hill.

A meeting was held of a National Labor Advisory Committee at the Department of Labor in late Febru-

ary. Secretary of Labor Martin P. Durkin will be advised by the following officials of organized labor: President George Meany and Vice President George M. Harrison of the American Federation of Labor; President John L. Lewis of the United Mine Workers of America; President Walter Reuther of the Congress of Industrial Organizations and President David J. MacDonald of the United Steel Workers of America (CIO).

The advisory group was to have included in its membership representatives of employers and the public, making it a tripartite committee. Members representing the public and industry had not been named by mid-February. Object of the committee was to provide for the Secretary of Labor helpful information from the public on matters within the province of the Department of Labor as well as reactions on changes in any statute affecting labor or laws administered by the Labor Department. How important this group might become in making recommendations on Taft-Hartley changes was by no means clear as the committee was preparing for its advisory chores with Secretary Durkin.

Of major importance before the Labor Committees of the House and Senate were the series of amendments proposed by Senator Taft in his five bills, S. 655-659, introduced in the Senate on January 26. These bills were referred to the Senate Committee on Labor and Public Welfare and will be considered along with testimony presented at hearings before the committee late last month.

S. 655 has some ten amendments to the Taft-Hartley act. The bill would enlarge the so-called Communist affidavit section of the act. Not only must an affiant declare that he is not a Communist or supporter of Communism, but he must also declare that he is not a member of an organization "seeking by force or violence to deny other persons their rights under the Constitution." This particular bill also requires affidavits from the employer of labor and would include responsible officers of an employing concern together with any agents or representatives who have responsibility for labor relations. This particular change was one that President Dwight D. Eisenhower had indicated necessary when he addressed the annual convention of the American Federation of Labor last September in New York City.

INJUNCTION CHANGES

A change would be made under S. 655 on the matter of injunctions under secondary boycott provisions. At the present time the National Labor Relations Board is required to seek an injunction against a union charged with a secondary boycott provision violation. This proviso would be eliminated by the Taft bill and would leave these violations on the same basis as others in the matters of injunctive relief. In other words, the NLRB would have discretion to seek injunctions after a complaint is issued but not before.

Some easing of the ban on secondary boycotts would also be made by S. 655 which would permit a striking union to induce a strike by workers of an employer to whom work had been transferred due to the strike. This is the way this provision would operate: Plant A has a strike; the employer at A takes his work to Employer B; under this change, the

union would not be committing an unfair labor practice if it sought to induce the workers at Plant B to go on strike.

A change in the so-called "free-speech doctrine" seems indicated by S. 655. The guarantee of free speech—by the employer—seems to be increased. The NLRB has had a number of cases under the free speech doctrine and this change would seem to indicate that an employer could not be held as committing an unfair labor practice by an expression of his views.

Under this bill the authority to discharge a person in a union shop situation because of affiliation or support of Communism seems to be established. The bill would enlarge the basis for the discharge of a worker if the employer has reasonable grounds to believe that union membership was denied to the worker in question because of his membership in the Communist party or support of Communism. Under the act the discharge basis now prevailing says that nonpayment of dues alone is the basis for discharge under a union-shop agreement.

Section 8 (d) would be deleted under the Taft revision. This proviso permits employers to fire participants in strikes called without the formal 60-day notice.

PAPER WORK CUT

Some paper work is eliminated in another change suggested by Taft. Unions would still be required to file financial reports, but they would be relieved of the necessity of filing with the Secretary of Labor explanations of their constitutions and by-laws as specified in certain sections of the act.

The bill would also delete the section which says "... employees on strike who are not entitled to reinstatement shall not be eligible to vote." Under another section of the proposed revision hearing officers of the NLRB would be authorized to make recommendations. This is a new section entirely and its sponsor believes useful recommendations would improve procedures and administration of the labor law.

S. 656 incorporates recommendations long made by the AFL Building & Construction Trades Depart-

ment and is bound to be a bill which will cause sharp controversy. The AFL and construction contractors heretofore have sponsored legislation which would permit agreements even before workers are hired on a project. The general provisions recommended by the Building and Construction Trades Department have been incorporated in a bill, S. 1973 passed in the last session of Congress by the Senate. The bill failed to come to a vote in the House, however. At the hearings both building contractors and building trades unions made strong representations in behalf of S. 1973. Some unions, however, notably the International Association of Machinists and the Congress of Industrial Organizations opposed the measure.

BILL'S DISPENSATIONS

Under the new bill as proposed by Taft, certain dispensation is accorded to those "primarily engaged in the building and construction industry." The union, under this bill, in construction situations making an agreement need not be one chosen in an election of the workers. Union membership could be required on or after the seventh day of employment and discharges could be made only for nonpayment of dues or membership in the Communist party.

If workers feel they want another union as bargaining agent in the contract situation, they may have an election. Such an election must be processed promptly—no more than 10 days from petition to certification. Under this bill closed shop agreements are not permitted. This bill was seriously considered by the Building and Construction Trades Department in its mid-winter meeting in January in Miami, Fla., and steps were taken to urge legislation which would achieve the objectives of old S. 1973.

Procedural improvements—at least Senator Taft thinks his recommendations would be improvements—in administration of the act by the NLRB are set forth in S. 657. The Board could delegate a single member to conduct a hearing, but a decision would have to be made by a panel of at least three. An Advisory Committee on Procedures and Practices would be appointed

by the United States Supreme Court—six representing labor and six representing management. The notice of hearing and the complaint are to be separated and not issued together. The NLRB could go into the merits of a case on appeal; at present the decision of the trial examiner becomes the decision of the Board.

S. 658 CHANGES

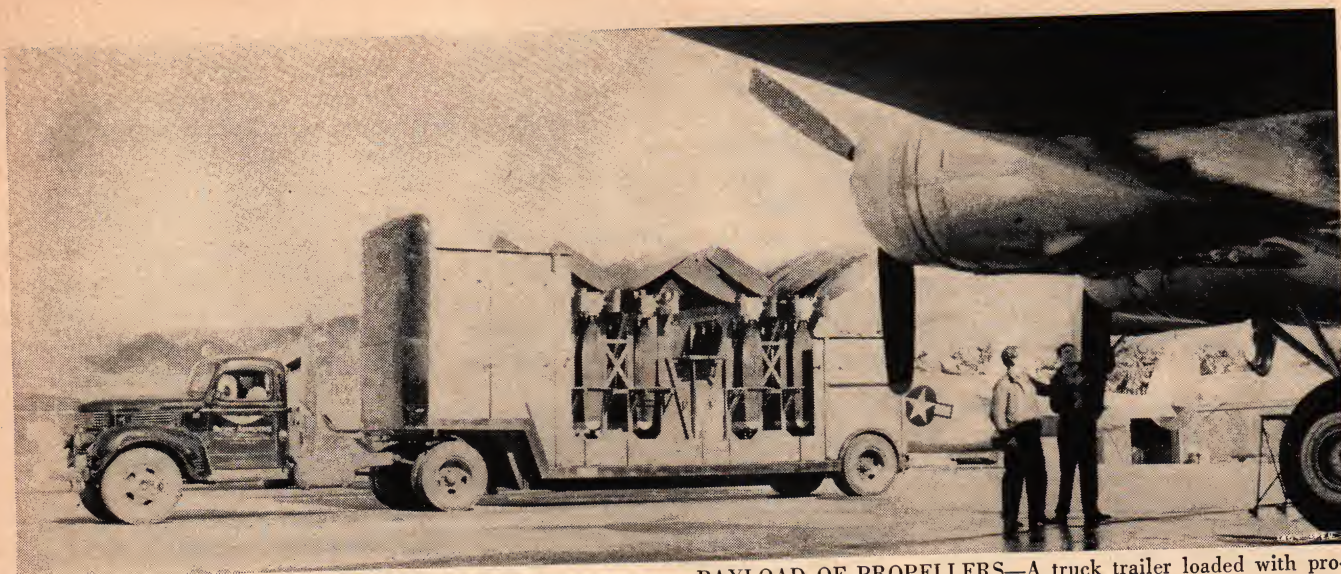
Under S. 658 certain changes are made in the secondary boycott provision, largely as a matter of consistency with other suggested recommendations. The check-off authority of the employer is enlarged and trust funds would be certified by the Secretary of Labor.

Basic procedural and administrative changes are suggested by S. 659 which could have far-reaching results. Under this bill the NLRB would be enlarged from its present five-member body to a seven-member board and the membership term increased from five to seven years.

Litigation work of the NLRB attorneys would be limited to application to the Federal courts for enforcement of Board orders. At present NLRB attorneys represent the Board "in any case in court."

Most significant change would be the designation of the Office of Administrator of the National Labor Relations Board as an independent agency in the Government. The office of the Board's General Counsel would be abolished. The Board itself would remain as a judicial body. The Administrator would perform the functions of General Counsel and would be given exclusive jurisdiction to issue complaints and investigate representation petitions. A separation of powers theory is behind this recommendation of the Ohio Senator and is likely to cause considerable discussion.

As organized labor studies the Taft bills, it is submitting its own recommendations. The battle of the amendments is bound to be extended and sharp with few holds barred in the legislative fight for improvement of the act—an improvement which labor hopes will make the statute less oppressive in the months and years to come.



PAYLOAD OF PROPELLERS—A truck trailer loaded with propellers for Air Force bombers enters a West Coast aircraft factory.

Trucking in More Vital Role

*Today, More Than Ever, Highway Transportation
Is Essential to National Economy and Defense;
For That Reason, Industry Problems Demand Solution*

By NORMAN DAMON

EVEN more than was the case a decade ago, this nation is dependent upon highway transportation both for its basic economy and its military security.

For instance, production workers today are more widely dispersed as to residence. In 18 great metropolitan areas, the Census Bureau in 1950 reported that the suburban population increased 58 per cent in 20 years, while the urban population increased only 15 per cent. That means increasingly greater dependence on the automobile.

Further, under the threat of atomic warfare we can anticipate

greater emphasis upon the dispersal of war plants. It is only stating the obvious to say that highways can be built more quickly, and serve more effectively a widely scattered chain of war plants than can any other form of transportation.

Then, too, new peaks of production will probably require every inch of transportation space available.

Former President Truman emphasized this in a budget message to Congress when he said, "Our transportation and communications systems, already handling a high level of traffic, must be prepared for the even greater loads that would result from the full impact of mobilization."

It follows that our streets and highways are an essential and integral part of our defense assembly lines.

It is a shortsighted view that would curtail highway construction and maintenance in this time of national peril. If new and better production facilities are needed, then highways and all the elements of highway transportation are equally vital.

What is wanted, however, in this case as in every other phase of our defense program, is a priority schedule for building and for maintaining those roads and streets and the vehicles that are a part of our essential highway transportation service.

Most of you remember the "Keep 'Em Rolling" campaign in the last war. We're going to have to do it again. In the last Administration the Secretary of Commerce was directed by the White House to do everything possible to encourage state and local action so as to:

The accompanying article by Norman Damon is adapted from an address given before a carriers' conference and is here published through special arrangement with the Automotive Safety Foundation of which the author is vice president.

"Conserve manpower, equipment and material in every field of production and to develop maximum efficiency in the use of all highway transportation facilities."

Heading the list of critical defense needs is manpower. You are aware of the proposal to draft even the physically unfit to fill non-combatant jobs in the Armed Forces. Yet day after day, we are permitting accidents to drain away our vital human resources.

To quote from a survey published by the American Medical Association, "We see that fatal accidents outrank every other cause of death as a destroyer of the working years of life—years which represent the productive and military strength of the country."

THIRD OF TOTAL

Traffic deaths make up a third of all accidental deaths. Clearly, if we're going to lick a problem that big, we must first make up our minds that we really want to do it—not just talk about it. You and I both know that so far we have been largely kidding ourselves that we are doing an adequate job in traffic safety.

Until more time, more effort, and better qualification go into getting and keeping a driver's license than are required to buy a postage stamp, driver performance on our highways will remain at a pretty sorry level.

Let's take a quick look at some of the things you can do to serve both the public interest and the commercial carrier industry. The principal thing of course is to do your transportation job the best it can be done. And by all means make sure all employees know how important their part is in that job.

Perhaps we all take too much for granted that the public understands the indispensable services trucking performs.

The sharp increase in population, employment and industrial and farm production during the past decade has placed a vastly greater responsibility on the trucking industry—even not counting the staggering additional demands imposed by defense.

U. S. truck ownership rose from 5.1 million in 1941 to 9.5 million

today. Trucks now handle 75 per cent of the nation's total yearly freight tonnage—that is, freight in tons not in ton miles. From the latter standpoint the railroads, of course, handle far greater tonnage. More than 5,000,000 persons earn their living in producing, selling, servicing, or in the commercial operation of trucks.

As to your additional defense responsibilities, let me recall that in World War II trucks hauled up to 75 per cent of incoming and outbound freight for our war plants, linking them with other forms of transportation and permitting the railroads to concentrate on long haul movement of heavy carload freight.

Trucks also made possible war-time sub-contracting of production, by shuttling between supplier and final assembly plant on precise schedules.

In war or peace, assembly lines are geared to the closely timed arrival of sub-assemblies and parts. Castings are even cooled while en route by truck. If an assembly line is stopped by an accident or lack of materials or otherwise, then some quick expedient has to be substituted—sometimes not too successfully. You may recall one such case some months ago when truck shipments of car fenders were snowbound. They were transferred to air express. The plane in turn crashed, with resultant loss of life and materials, and interruption of a tightly functioning production line. Several thousand men had to be dismissed from work for lack of those fenders.

CHICAGO EXPERIENCE

An example of the invaluable services of trucks in distribution—their flexibility in times of emergency—is provided by an experience in the Chicago district during the last war. Seven tank trucks and trailers operating 24 hours a day, seven days a week, were put into short-haul service to release 114 railroad tank cars for long-haul service.

As a regular peace-time operation carburetors in truck load lots are dispatched from St. Louis to Detroit and spaced to arrive at regular intervals for immediate use on the production lines. The manufacturer concerned depends 100 per cent on

truck movement because it insures continuity of supply.

Important operations like this are a routine part of the everyday service of the trucking industry, but the public knows very little about it.

If we are forced into another conflict, we know that trucks are the least vulnerable of all forms of transportation to paralysis by sabotage or bombing. For instance, an atomic bomb attack might make repair of railroad tracks nearly impossible because of the long-lasting effects of radiation. Trucks might provide the only means of transportation—as well as the best facility for evacuating survivors from bombed areas and supplying food and medical equipment.

HIGHWAYS A FACTOR

We must remember, however, that motor transport consists of both vehicles and roads. The safety and efficiency of trucking operations are intimately related to the adequacy of streets and highways. While they are publicly owned, they are just as much a part of trucking facilities as your terminals and your vehicles.

Losses in the trucking industry due to poor roads and poor routes—to congestion, delay and accidents—are by no means a necessary part of the cost of doing business. They are an insidious disease eating away trucking profits. Have trucking executives diagnosed their balance sheet properly to get some idea of how heavily these factors affect your profit or loss?

Like every citizen, and particularly as important road users, truckers have the responsibility to participate with highway officials in the development of an efficient highway plant.

Truckers—perhaps more than others—should be concerned with the arbitrary manner in which some states now assign highway funds. Certainly it is of primary interest to all to see that allocations for roads are made in such a way that maximum transportation service with safety will result from every dollar spent.

That cannot be done without the facts. Accurate factual data are a prerequisite for establishing priority of construction and maintenance.

Even when highway officials are hamstrung in undertaking needed road improvement, an impartial engineering investigation of the facts often gets the law changed.

The trucking industry is likewise interested in avoiding the headaches of will-of-the-wisp application of seasonal loading restrictions. Teamwork with state and local highway officials on an informational service should help.

There are other instances where prompt interchange of information would be valuable. One operator told me that three of his drivers skinned off the tops of their rigs at an underpass on a run one night before they discovered that the highway department during the day had poured about six inches of re-surfacing at that point!

Our highways perform so many new essential services that we come to expect them as normal. How long ago was it that mixing concrete on the road was first begun? That's both a transportation and manufacturing operation.

COMBINED FUNCTION

Then the highways serve both as an extension of factory assembly lines and a warehousing function. The flow of carburetors from St. Louis to Detroit previously mentioned is such a combined function. They are simply warehoused en route.

I have pointed out that highways are a part of the production assembly lines. Actually they are also part of the business facilities of the manufacturer, the merchant, the farmer and the processor.

The whole business community is the potential ally of the trucking industry in working for the best possible highway facilities.

Obsolete and hazardous highways are breeders of accidents. They cause prodigious losses.

Take for instance the Baltimore Pike between Baltimore and Washington. This 39-mile stretch of 4-lane undivided roadway has averaged about one traffic death per mile per year.

Applying the National Safety Council estimate of \$65,000 average for each such death (including the pro-rata share of injuries and prop-



KEEP 'EM ROLLING—Thousands of oxygen tanks are needed by welders employed in defense plants and shipyards all over the nation. To supply them, Teamster-operated trucks are rolling day and night along our major highways.

erty damage accidents), we find that in ten years we have spent almost three-quarter of a million dollars per mile for accidents.

We need—even more importantly now than ever—a study of the accident experience on all our heavy roads. We need to relate that accident experience to deficiencies in the design and maintenance of those particular roads, and to the time and place of occurrence and the economic loss involved. Then, and only then, can we engineer accidents out of the road.

Much as we deplore them, we all expect losses at the battle front. But on the home front, losses from accidents, especially traffic accidents, are inexcusable, because from 85 per cent to 90 per cent of them are preventable.

Quite apart from these considerations, we must not forget how vital it is to make no more additional demands than necessary on our limited medical and hospital facilities and our blood plasma banks. They are more needed for our fighting men than for careless drivers. In the motor carrier industry where the drivers do what you either permit or require them to do, an effective traffic safety program in your fleet and in other fleets throughout the nation could result in a major saving in commercial carrier manpower and equipment.

Imagine an enemy bomb hitting one of the trucks carrying critical materials. Think of the widespread concern it would arouse. By contrast, if the same truck is wrecked in a traffic accident, it is shrugged off as an inevitable affair.

Many an executive is proud of the fact that his fleet has a good safety program. After all, hasn't he hired the best safety man he could find? He will act hurt when you tell him the best safety man on earth can't get results for his fleet until he—the top man—takes a personal interest in the job. In other words, it's management's own example that counts most.

DRIVING ATTITUDES

Fleet safety supervisors and driver trainers and educators are agreed that driving attitudes are more often "caught" than "taught." It doesn't take the old grapevine very long to report whether the boss really wants his drivers to obey the law and do their best job of driving or to get the load through, law or no law.

Every trucking executive could profitably nail this statement on the wall before his desk in large letters: **YOUR DRIVERS DO EITHER WHAT YOU REQUIRE OR PERMIT THEM TO DO.**

Again, all of us know that good drivers are made—not born. The driver is without question the key to

a safe and efficient operation. If he drives well, automatically he is going to drive safely. Generally that means drivers will be just as good—or just as poor—as the procedure for selecting, training and supervising them.

Drivers are in a real sense a trucking concern's public relations department. The public forms its ideas of individual trucking lines and of the trucking industry as a whole on the actions of drivers. You never know how deeply a single discourteous or dangerous act may involve you. For example, in one state recently, the governor and head of the state patrol were driving together to a meeting. They were proceeding in their own lane of traffic and behind other vehicles up a long grade. Suddenly a truck driver behind them got impatient, swerved out of line and, meeting another truck at the crest of the hill, barely managed to crowd back into line in front of the governor and his companion. What do you suppose was their opinion of all truck drivers at that moment?

RECKLESS DRIVERS

Then there are the reckless drivers who make a practice of tailgating. That reminds me of a line of circus elephants each dumbly clinging to the one ahead, trunk to tail. Top-flight drivers can do much to break up this dangerous and obnoxious practice. Ridicule is a good weapon, and you might dub such drivers "elephant brains" or some similar derogatory tag.

A great majority of our over-the-road drivers today are real professionals. They have established new standards of courtesy and helpfulness to others.

Safe drivers need and deserve safe equipment. That's where the excellent work of your equipment and maintenance divisions deserves a hand. The urgency of good maintenance now can't be over-emphasized.

We might hazard a pretty safe guess that if replacement parts get in tight supply in this emergency, special consideration could well be given to those fleets doing the best maintenance job.

Of this we can be sure, proper maintenance will be an even more

important factor in the days ahead than at the time of Pearl Harbor. The average truck age today is seven years; in 1941 it was 5.6 years. Where only 824,000 trucks were 10 or more years old in 1941, today about 2,400,000 are in this over-age bracket.

A series of bad accidents at the Weehawken entrance to the Lincoln Tunnel brought out the fact that air brakes were failing on the down-grade approach, due either to poor maintenance or improper use.

An official survey stated: "What happened here in Weehawken could presumably be happening on other long grades throughout the country where drivers are not properly trained in the operation of their air brake systems."

This illustration points up the close relationship between the way a truck is driven and the amount and kind of maintenance it requires. Good driving can cut maintenance costs and good maintenance obviously makes for safe driving.

Many truck operators have developed or are developing fine, well-rounded safety programs. The danger is that in the critical period ahead they may be tempted to cut back or deemphasize this phase of their activity—just when they and their industry can least afford to do so.

With world conflict again possible let's make our motto, "Billions for defense but not one cent for accidents."

PRACTICAL VIEW

Too frequently people view the accident problem through their emotions, which dissipate without action. As businessmen, truckers ought to see the problem more practically.

In the trucker's case it also affects his pocketbook, as it does that of automobile and tire dealers, automobile insurance agents and others. In other words, trucking companies have a direct economic stake in their own firm's traffic safety program, in that of the trucking industry, the community, the state and nation.

By aggressive participation in all of these, truckers can further that dual goal I stressed in the beginning—a strong national economy and a strong national defense. We are desperately in need of both in this time of crisis.

Teamster Group To Meet with ATA

Steps toward greater cooperation between the trucking industry and the International Brotherhood of Teamsters will be taken March 2 at a meeting of two committees representing the International and the American Trucking Associations.

The session, scheduled for March 2, will be held at the offices of ATA in Washington, D. C. The trucking association spokesmen will be members of that organization's Reciprocity Committee.

Teamster spokesmen will include a special committee named recently by General President Dave Beck. On this committee are General Vice Presidents Edward Crumback, Einar Mohn and James R. Hoffa, General Organizer Thomas Flynn and General Counsel J. Albert Woll. Mr. Flynn was recently named director of the Over-the-Road National Conference. Topics on matters of general cooperation and mutual interest will be discussed pursuant to preliminary conferences held by General President Beck and the ATA recently.

AFL Executive Council

(Continued from page 24)

bluntly, "... No affiliate of the AFL has any right to expect to remain an affiliate on the grounds of 'organizational autonomy' if its conduct is such as to bring the entire movement in disrepute."

The Council added to its Washington legislative staff Andrew J. Biemiller of Wisconsin, a former two-term member of Congress. He has served as state AFL organizer in Wisconsin and has held numerous government posts and has been a leader in labor-management programs during the defense and war-time period.

The Council proposed to raise a fund of \$1 million as a memorial to the late William Green. Awards totaling about \$100,000 yearly would be made for worthy humanitarian projects. The first award will probably be made toward the construction of a hospital in Coshocton, Ohio, the home city of Mr. Green.

WHAT'S NEW?

Simple Booster For Stalled Cars

Stalled vehicles can be started through a simple connection with the battery of another vehicle with a new booster cable from St. Louis, made of No. 4 cable in a special acid-resistant rubber jacket. Corrosion resistance is provided by the featured heavy, lead-plated 3/32 in. metal clamps with which the cable is equipped.

★

Automatic Cooling System Cleaner

With proper use, a new cleaning system circulates a special chemical throughout the entire cooling system. The cleaner has a rotary flow mixing chamber which can be attached to the filler neck of any car or truck without necessitating the removal of thermostats or hoses. It can be left in operation unattended and if the temperature of the motor rises above 190 deg F., an automatic electric thermostat cuts off the motor. For a thorough cleaning job about 45 minutes of operation is required.

★

One-Hand Assembly In Trailer Connector

A tunnel-shaped guide between cover and socket in a new connector for trailers permits one-hand assembly through its automatic alignment plug. A wide range of cable sizes is gripped by its split, tapered, knife-gripping strain relief and collar-type wire clamp. The connector is ATA approved and features color coding of both the plug and the socket. It is available in seven, four or six-way units.

★

New Trailer Van Introduced

A new lightweight van featuring a special water, dust and fire-proof flooring, has been introduced by an Ohio firm. A typical 32 feet in length, with an 1,840 cubic feet capacity, the unit weighs 8,774 lb. A vertical landing gear is also featured as well as flat type basket carriers and a 24-in. inside tailgate which is concealed inside the warehouse in loading.

Magnesium Rod Is Rust Inhibitor

A magnesium alloy rod now available will neutralize rust in cooling systems. The rust, through an electrochemical action, causes the rod to corrode in place of the cooling system and at the same time, over the inside of the system, a metallic, corrosion-resistant and heat-conducting film is deposited. One rod, suspended in the radiator is said to give six months' to a year's protection from the process which resembles electroplating with the system as the cathode and the plate as the anode.

★

One-Hand Attachment Of Air Coupler

A new push-lock design for an automatic air coupler makes it possible to connect and disconnect the unit with one hand. To connect, the device at the end of the hose is merely pushed into the coupler. To disconnect, finger pressure is applied to the ring around this coupler and the line is disconnected. While connected, the line is firmly locked and increased line pull increases the locking pressure. When uncoupled, air is automatically cut off and the coupler permits swivel action of the line.

★

Chrome Refinished With Metal Paste

Rusted chrome and metal surfaces can now be replated without the removal of the parts through a cold-plating process now available from a New Jersey firm. This manufacturer describes this product as a metal in paste form rather than a paint or paint-base compound. A prepared solvent permits the diluting of the paste so that it can be brushed or sprayed on the rusted area. By brushing the surface with an ordinary red jewelers' rouge, the smoothness and brilliance of finished chrome can then be obtained, it is claimed.

★

Self-Locking Blind Lock-Bolt

A blind lock-bolt, claiming many advantages for fabrication or maintenance in body shops or other operations making use of sheet metals, has been developed in Detroit. Consisting of a blind collar fitted to a fastener core machined to the specific size, the lock-bolt operates in this manner. The shaft of this core is threaded and the locking device turned up flush to the work. The blind collar expands as additional pressure is applied forming a tight seal. The remaining portion of the threaded shaft is then sheared off, leaving the blind bolt locked in place.

New Technique in Bearing Seal

A new technique in shaft sealing is incorporated in this two-piece, bearing-type seal which operates by fitting the two half-sections around the crankshaft and tightening. This secures a positive seal and the metal base prevents distortion. The seal has a rubber covering which is precision molded to close tolerances. When assembled around the shaft, the finely-ground ends of each half seal form a perfect circle.

★

Self-Contained Truck-Cargo Alarm

A new self-contained, box-like cargo alarm system, mounted on the outside of the body, sets off a constant siren blast when any attempt is made to break into the cargo compartment or move the vehicle. The alarm, which can be serviced without entering the vehicle, has a special type lock which resets the device when the alarm sounds. It contains a storage battery and detecting system, and the units which were formerly leased are now being offered for sale.

★

Many Applications for New Angle Adapter

The scope of blind riveting can be expanded to many maintenance applications by a new angle adapter now available. Used in conjunction with a hand riveting or air riveting tool, the angle-adapter makes even hard-to-reach corners readily accessible. With the adapter, it is claimed, one person working from one side of a job with a clearance space of four inches from the nose of the riveting tool can drive self-plugging or pull-through blind rivets.

★

Remote Control for Crankcase Draining

Oil can now be drained without going under the chassis and removing the drain plug through a new remote control unit. Replacing the present crankcase drain plug is a positive action valve. A flexible cable leading to a lock and release button under the hood operates the valve.

★

Stand-out Qualities Of Sanding Cloth

A new sanding fabric, available in all the finer grits suitable for smoothing wood or metal surfaces, is said to have 10 to 15 times the working time of ordinary sandpaper. The tough, openmesh fabric, in which the abrasive is firmly imbedded, lets the removed materials flow through the holes. The cloth can be easily cleaned by rinsing in water and it can be used wet or dry, on sanding machines or by hand.

TEAMSTER TOPICS

Ask for Teamster Cards

Almost 100 employees of Munsingwear, Inc., manufacturers of a wide variety of clothing items, have asked Local 368, Miscellaneous Drivers and Inside Workers' Union, Minneapolis, to serve as their bargaining agent. The workers, employed in stock and shipping rooms, have been members of a CIO textile union, but expressed discontent because their wages and working conditions were lagging far behind workers in similar jobs represented by the Teamsters.

JC 42 Re-elects Officers

All officers of Joint Council No. 42 in Southern California have been re-elected without opposition. Named to three-year terms were: Einar O. Mohn, president; Ted Merrill, vice president; Ralph Clare, recording secretary; John Kennard, financial secretary, and Jack Poteet, Stewart Mason, and John Marshall, trustees.

Driver Hero Sought

An unidentified truck driver who parked his rig at roadside and rescued a family from a flaming farm house has been named "driver of the month" by the *Alabama Truck-er*, publication of the Motor Vehicle Association of Alabama. The magazine heaped praise on the driver and appealed for help in identifying him.

Trucks on Rails?

Defense Transport Administrator James K. Knudsen, in a recent speech at Detroit, suggested the railroad and trucking industries should study the possibility of moving highway trailers by rail over long distances.

Long Pause, If Necessary

A fight to victory has been pledged by 45 striking Teamsters in Washington, D. C., who are seeking union recognition from Coca-Cola and

the same pay scales as paid by other bottlers in the city. Local 67 Business Manager Tom Caton pointed out that a similar strike was won in Pittsburgh after sixteen months and said, "We'll stay out that long if necessary." The strikers, who are collecting weekly relief contributed by fellow Teamsters in the nation's capital, are asking a \$25 basic wage, plus 10 cents for each case delivered.

Safety Work Lauded

Contributions of Teamsters in the New Haven, Conn., area to the traffic safety program have won praise of police officials. To help make the motoring public safety conscious, Teamster unions have sponsored outdoor traffic safety posters.

In a letter to Secretary-Treasurer John Pisano of Local Union 443, New Haven Chief of Police Howard O. Young said:

"Success in the reduction of auto accidents depends largely upon proper corrective activity and law enforcement . . . but it is equally dependent upon the understanding and corrective action of motorists. This can only be achieved through educational measures.

"Outdoor safety posters . . . reaching motorists at the most strategic time . . . are a most effective

aid to your Police Department. Please accept my personal thanks and those of every member of the New Haven Department of Police Service for your active support toward safer streets and highways."

More Mail by Truck

Thirteen new trucking mail routes have been approved by Assistant Postmaster General John C. Allen, in charge of the Post Office's Bureau of Transportation. Mr. Allen, formerly traffic manager for Sears, Roebuck & Co., recently assured a reporter for *Transport Topics*, industry publication, that truck mail service would be continued and extended.

"All forms of transportation will be employed in transporting the mail," Mr. Allen was quoted as saying. "My job is to see that the mail moves faster and cheaper."

A total of 338 truck mail routes are now in operation, bringing the industry almost six million dollars annually. The routes cover over 25,000 miles.

Tighter Eye Tests

As a feature of a general tightening-up of eye testing for driver license applicants, Oregon has installed special vision examining



ONE OF billboards sponsored by Local 443, New Haven, Conn., promoting safety.



TRUCK CARAVAN MOVES—James P. Scott, left, president of North Side Transfer Co., and drivers pose for picture as the caravan of five semi-trailers loaded with office furnishings and supplies of the International Headquarters started for Washington, D. C.

equipment. A new stereoscopic device now used in eye tests by the state can detect a number of visual conditions which could not be found by ordinary methods of examination.

Toll Roads Rapped

The only time to choose toll roads is when the only choice is between toll roads and no roads.

That is the opinion of Glenn C. Richards and LeRoy C. Smith, highway authorities in the Detroit area. They contended toll roads represent a "step backward." Besides high fees to motorists, it was pointed out, toll roads construction costs run higher because of interest paid bonding companies.

"It would be much cheaper for the people if government would face its responsibility and build free roads, with financing based on future collections of the gas and weight tax," Mr. Richards said.

812,099 New Trucks

Total number of new trucks registered in the United States was 812,099 units, slightly off the 1951 figures of 1,003,850 for the preceding year according to a tabulation recently released by the R. L. Polk & Company statistical service.

The year 1950 was a record-breaker, said the service, with 1,142,307 units licensed in the U. S.

In 1952 the tabulation shows passenger car sales totalling 4,158,394 which is 902,409 less than the 5,060,903 new cars licensed in the preceding year. The year 1950 was a record breaking period for new passenger cars just as it was for trucks, says the Polk organization,

with 6,326,538 units added to the number on the highways.

New Safety Bill

Teamsters who drive at night may get a break in visibility of rail cars if a bill proposed by Representative H. R. Gross (Rep., Iowa) becomes law.

Congressman Gross has a bill in the hopper which would require railroad cars to be equipped with reflective or luminous material so they could be readily seen at night.

CO-ED OF MONTH



RECENTLY NAMED "American Coed of the Month," Helen Jackson Frye is the daughter-in-law of a Portland, Oreg., Teamster family, Mr. and Mrs. Fred Miller. She is a student at the University of Oregon.

The Iowa Congressman in commenting on his bill, H. R. 1821, said he had introduced the measure "in a further attempt to reduce the slaughter of human lives at railroad grade crossings, particularly in rural areas where there are no street lights. . . . Railroad cars become doubly deadly at night. In four years from 1948 through 1951 the latest period for which official figures are available, there were 3,691 grade-crossing accidents in the United States whereby automobiles collided with the sides of railroad trains. Of these 3,691 accidents, 2,750 or more than two thirds occurred at night."

Ton-Mile Tax Appealed

The New York State ton-mile tax is being taken to the United States Supreme Court. A hundred motor carriers have filed a petition for a review by the high court of a New York State decision upholding a state law. The law in question is known as the "ton-mile" or "weight-distance" statute.

The New York Court of Appeals last fall affirmed a judgment of the appellate division of the New York Supreme Court in favor of the members of the New York State Tax Commission.

In the petition for review the carriers said the statute "imposes a tax on motor vehicles operating within New York State in both interstate and intrastate commerce, based upon their gross weight multiplied by the mileage." The petition also points out that exemptions are made for "numerous classes of vehicles" and such exemptions are unreasonable, arbitrary and discriminatory. The carriers also allege that they are deprived of "due process of law."

LAUGH LOAD

Putting Him Off

A man went to his doctor and requested treatment for his ankle. After a careful examination the doctor inquired: "How long have you been going about like this?"

"Two weeks."

"Why, man, your ankle is broken. Why didn't you come to me before?"

"Well, doctor, every time I say anything is wrong with me, my wife declares I'll have to stop smoking."

It Has Too

"Your advertisement said that this room had a heavenly outlook," complained the new tenant.

"Well, hasn't it got a skylight?" said the landlady.

Drop Dead Department

At a musical evening a woman was singing, and one of the guests leaned towards the man next to him and muttered: "What an awful voice! I wonder who she is?"

"She happens to be my wife," replied the other, stiffly.

"Oh, I'm awfully sorry," apologized the first. "Of course, it really isn't her voice that's so bad, but that terrible stuff she has to sing. Wonder who wrote that ghastly song?"

"I did," was the even stiffer reply.

A Planted Excuse

"Would you say mistletoe is a plant?"

"Oh, I'd just say it was an excuse and let it go at that."

And Lover's Relaxation!

Mouth: The grocer's friend, the orator's pride, the fool's trap and the dentist's salvation.

From Skunks?

Fur coats are what keep woman warm . . . and quiet.

Kick

More than once a fellow has been started on the right road by a kick in the right place.

Don't Get Historical!

The worst thing about history is that every time it repeats itself the price goes up.

Careful, Cal!

When Calvin Coolidge was in the Massachusetts legislature, another member asked him whether the people where he came from said, "A hen lays, or a hen lies."

"The people where I come from," Mr. Coolidge replied, "lift her up to see."

Honeymoon's Definition

"The vacation a man takes before going to work for a new boss."

Grave Misunderstanding

"I just found out your uncle's an undertaker. I thought you told me he was a doctor."

"Nope, I just said he followed the medical profession."

Poor Burglar Alarm

"Heard about Mrs. Green's bad luck?" said Mrs. Blobbs over the fence. "Her husband's run away, and what's more, he's robbed her of every penny she had."

"Well, I never!" gasped Mrs. Nobbs. "Poor dear! And she only married him because she was so scared of burglars!"

Produce the Present!

"Darling," sighed the enraptured young man, "when I think that tomorrow is your birthday, and when I think that a year ago I didn't even know you. . . ."

"Sweetheart," murmured his darling, "don't let us talk about our past. Let's talk about my present."

Poor Poppa Pays

Nowadays, Pop no sooner gets his daughter off his hands than he has to get his son-in-law on his feet.

She Caps a Prize

Policeman: "I've had my eye on you for some time, Miss."

Girl: "Fancy that. And I thought you were arresting me for speeding."

Both the Same

Irate parent: "What do you mean by saying that the hand-writing on the excuse for being absent from school was my son's? I wrote that note."

School teacher: "Well, it was in the same hand-writing as his homework."

A Third Rail?

Said one drunk to the other, as they walked down the railroad tracks:

"Shay, these stairs are killing me!"

Said the other drunk: "Ain't the stairs—it's these low bannisters!"

The Obedient Boy

Father: "Junior, run outdoors and play. I can't stand all this infernal noise."

Junior: "I will not—I don't want to go outdoors."

Father: "Well, then, stay in. I tell you, I insist on obedience."

Smart Sawbones

Doctor: "Your husband must have absolute quiet. Here is a sleeping powder."

Wife: "When do I give it to him?"

Doctor: "You don't. You take it yourself."

Got Smacked Twice

"Got a shiner, eh? What happened?"

"Oh, I just kissed the bride."

"Well, that's customary after the ceremony, isn't it?"

"Well, not two years after."

Return Trip

The motorist had knocked down the careless pedestrian. Opening his cab door, he turned around and shouted: "Hey . . . you better be more careful." Whereupon the prone pedestrian replied: "Good heavens . . . don't tell me you're coming back!"

Hat's All, Brother!

"What would happen if I cut off your ear?" the doctor asked.

"I couldn't hear," answer the warehouseman.

And if I also cut off your other ear?" he asked.

"I couldn't see," answered the patient. "Why?"

"Because my hat would fall over my eyes."

The Kiss-off!

Garage operator: "Darling, I have bad news. Today my shop burned to the ground. I hadn't a penny of insurance. I've lost all my money and don't have a dollar to my name."

Current sweetie: "That won't make any difference, dear. I'll love you just as much—even if I never see you again!"

Thrilling Feast

Missionary: "I suppose tonight's banquet will be quite a thrilling feast."

Cannibal King: "You have no idea how you will be stirred."

Phony but Funny

The prize for aplomb goes to the over-the-road driver who surprised in a farmer's melon patch, said: "Nice you came along. One of your melons came unhitched and I can't seem to get it re-fastened."

FIFTY YEARS AGO in our Magazine

(From Teamsters' Magazine, March, 1903)

TEAMSTERS HEAR MITCHELL

A top leader of the trade union movement in America in the early 1900's was John Mitchell, first president of the United Mine Workers. His union, affiliated with the AFL at that time, had just concluded a major strike in the anthracite coal fields in 1902 and had established itself as one of the largest and closely affiliated unions in the Federation.

On February 16, 1903, the Teamsters of Chicago gave a huge reception in his honor. In the course of this reception, Mitchell delivered a speech which was typical of the fighting spirit and the noble outlook of labor leaders fifty years ago.

Mitchell told the Teamsters, "If I believed that the trade union movement stood for nothing else than securing a few cents higher wages or securing a few hours less labor I would leave it. If I thought that is all it did I would quit the trade union movement, and I would try to start myself a new movement. But I believe it does more than that. I believe the trade union movement raises the standard of our citizenship. . . . Any movement that elevates society, that elevates the manhood and womanhood of our people contributes immeasurably to the welfare of our people and the good of our country."

WATCHING CONGRESS

The idea of keeping a close watch on Congress was being agitated by organized labor throughout the United States. In order to do this, the labor organizations realize that it is necessary to have an international headquarters located in Washington, D. C.

"Prominent labor leaders state that before many years Washington will be the

official labor center of the United States," said the Journal editor, "and that all labor organizations will transfer their headquarters to that city."

A DEPARTMENT OF LABOR?

Labor organizations, this month, were seeking to prevent the incorporation of the Labor Bureau in Washington into the proposed new Department of Commerce. The question will be put squarely before the President unless Congress takes favorable action, labor leaders said.

Two reasons animate labor people in taking this position. The present bureau was created only after a hard and protracted fight in Congress. It is independent of any cabinet officer, and its head reports directly to Congress and the President. The hope of labor men is that eventually this bureau will develop into a department with a cabinet officer as one of the President's counsellors.

TRIBUTE TO BOXMAKER

The Journal, this month, paid tribute to James H. Payne, National President of the Boxmakers. Though not a member of the Teamsters' Union, "he is looked upon by all members as one of us," commented the Journal editor. He had much to do with the establishment of the Teamsters' union organization.

ST. LOUIS STRIKE AVERTED

The St. Louis team owners and the Team Drivers' Union of that city concluded a working agreement which would hold for two years. Team drivers' demands included higher wages and the hiring of union men only. The result of bargaining was that they would get more wages and that the team owners "will not discriminate against union drivers."

EVANSTON 'PLUGGERS'

At a recent meeting of the Chicago Van Teamsters, an amusing incident occurred which threatened to quickly conclude "old and new business."

All unpaid bills were being discussed by the secretary-treasurer. One printing bill concerned organizing work in Evanston. It seems the Chicago Van Teamsters had some cards printed to advertise a meeting in Evanston. Successful organizing work was done there, and already Evanston Teamsters were sitting in on the Chicago meeting.

The small cards used to circularize the Evanston meeting were then called "pluggers," and as some of the members present did not understand this when the printing bill was presented, they demanded explanation.



The business agent rose to say, "Mr. Chairman, this bill is for those pluggers in Evanston."

Immediately every Van Teamster from Evanston was on his feet wanting to know what was meant by referring to them as "pluggers." They were as sturdy as any Chicago teamster!

It took the Chicago officers a full half hour to explain the meaning of the slang phrase "pluggers."

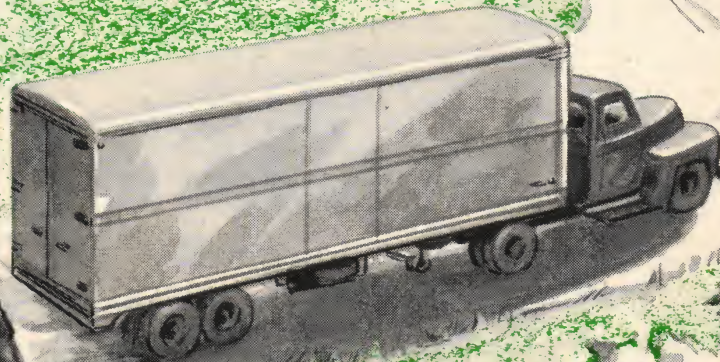
SUPPORTING STRIKES

In an editorial entitled, "Sympathetic Action," James J. Dwyer, Journal editor, said that "the strongest argument some unions use nowadays to convince themselves that they ought to go out on strike is that they will have the support of the Teamsters' Union."

"We cannot deny that this is all very flattering to us," he said, "and we are very thankful to older labor organizations for such consideration. We are young, but every day we grow older, and as we grow we learn the truth in the old adage that 'self preservation is the first law of nature' . . . Strikes were won before the existence of the Teamsters' Union, and they can be won now without our assistance. . . It must be understood by the different unions that call on us for sympathetic action that we have entered into agreements with different team owners, and for a teamster to refuse to do the work assigned to him by that team owner when it is possible for him to do it is a violation of that agreement."



Progress



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